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EDITORIAL CONTENTS

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RECOVERY IS UP TO ALL OF US

FRANKLIN D. ROOSEVELT, PRESIDENT
OF THE UNITED STATES OF AMERICA

•

Franklin D. Roosevelt

I HAVE said that we cannot attain prosperity in a nation half boom and half broke. If all of our people have work and fair wages and fair profits, they can buy the products of their neighbors and business is good. But if you take away the wages and the profits of half of them, business is only half as good. It doesn't help much if the fortunate half is very prosperous—the best way is for everybody to be reasonably prosperous.

For many years the two great barriers to a normal prosperity have been low farm prices and the creeping paralysis of unemployment. These factors have cut the purchasing power of the country in half. I promised action. Congress did its part when it passed the farm and the industrial recovery acts. Today we are putting these two acts to work and they will work if people understand their plain objectives.

First, the farm act: It is based on the fact that the purchasing power of nearly half our population depends on adequate prices for farm products. We have been producing more of some crops than we consume or can sell in a depressed world market. The cure is not to produce so much.

Without our help the farmers cannot get together and cut production, and the farm bill gives them a method of bringing their production down to a reasonable level and of obtaining reasonable prices for their crops.

It is obvious that if we can greatly increase the purchasing power of the tens of millions of our people who make a living from farming and the distribution of farm crops, we will greatly increase the consumption of those goods which are turned out by industry.

That brings me to the final step—bringing back industry along sound lines.

Last autumn, on several occasions, I expressed my faith that we can make possible by democratic self-discipline in industry, general increases in wages and shortening of hours sufficient to enable industry to pay its own workers enough to let those workers buy and use the things that their labor produces.

This can be done only if we permit and encourage cooperative action in industry, because it is obvious that without united action a few selfish men in each competitive group will pay starvation wages and insist on long hours of work. Others in that group must either follow suit or close up shop. We have seen the result of action of that kind in the continuing descent into the economic hell of the past four years.

There is a clear way to reverse that process: If all employers in each competitive group agree to pay their workers the same wages—reasonable wages—and require the same hours—reasonable hours—then higher wages and shorter hours will hurt no employer.

Moreover, such action is better for the employer than unemployment and low wages, because it makes more buyers for his product. That is the simple idea which is the very heart of the industrial recovery act.

There is nothing complicated about it and there is nothing particularly new in the principle. It goes back to the basic idea of society and of the nation itself that people acting in a group can accomplish things which no individual acting alone could even hope to bring about.

We are not going through another winter like the last. I doubt if ever any people so bravely and cheerfully endured a season half so bitter. We cannot ask Americans to continue to face such needless hardships. It is time for courageous action, and the recovery

(TURN TO PAGE 20, PLEASE)

THE PRESIDENT'S PAGE

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NRA Receives Tentative Motor Truck Code

Provides for maximum weekly average of 48 hours in any six-month period and guarantees minimum pay of 30 cents per hour in the North and 25 in the South

•

ANXIOUS to do their share in the national recovery program, truck operators convened in Washington on Aug. 10, 11 and 12, formulated a tentative code applying to all types of carriers of property by motor or horse-drawn vehicles under which operators can procure their blue eagles, and organized the Federated Truck Associations of America as the administering body representative of all haulers.

The code conference was attended by 150 representatives of truck associations and industrial groups. Twenty-seven state associations were represented.

The code, a complete copy of which is published here, has been submitted and accepted by the National Recovery Administration for study.

It is expected that other truck codes will be submitted by organizations representing various trucking groups.

In reference to the code submitted the Executive Committee of the Federated Truck Associations of America had this to say:

"In direct accordance with the suggestions of the Recovery Administration the Code covers the special conditions affecting all types of highway transportation.

"Realizing that individual classifications of industry, such as lumber, coal, oil, etc., have submitted codes wherein, because of special conditions, their maximum hours are lower and their minimum rates of pay equal to those suggested in the Commercial Vehicle Code, provision is made in the Commercial Vehicle Code for permitting such specialized industries to operate under their own codes.

"In this manner no individual industry will be handicapped and, conversely, every industry using commercial vehicles will be enabled to spread employment and wages in full accordance with the spirit of the Recovery Act."

A meeting of the Federated Truck Associations of America has been called for Aug. 22 at Washington. Membership in this association is open to all organizations whose membership consists principally of truck owners.

How to Get Blue Eagle

WHEN the Control Board of the N.R.A. passes favorably on the code, blue eagles can be acquired by operators who approve the terms of the code submitted by the Federated Truck Associations of America. The procedure is this: Sign the Certificate of Compliance of the President's Reemployment Agreement with this endorsement: "To the extent of the N.R.A. consent as announced we have complied with the President's Agreement by conforming with the substituted provisions of the Code submitted for the Carriers of Property by Motor or Horse-Drawn Vehicles." Present this to your local Postmaster who will post your name on the Honor Roll and deliver the N.R.A. Blue Eagle.

Code of Fair Competition of Carriers of Property by Motor or Horse-Drawn Vehicles

ARTICLE I—Definitions

Section 1. Whenever used in this code or any appendix thereto the terms hereinafter defined shall, unless otherwise clearly indicated by the context, have the respective meanings set forth in this article. The definition of any such term in the singular shall apply to the use of such term in the plural and vice versa.

Section 2. The term "the industry" means and includes the transportation of property over thoroughfares by means of motor or horse-propelled or drawn vehicles, operated for-hire or otherwise, used in connection with or incidental to any commercial, industrial or other business activity.

Section 3. The term "member of the industry" means and includes any person, firm, association or corporation engaged in "the industry."

Section 4. The term "private operator" as used herein shall mean one who operates his own vehicles to transport his own property and receives no pay from others for the use of his vehicles.

Section 5. The term "operator for hire" as used herein shall mean one who transports property of others for hire.

Section 6. The term "employee" as used herein shall include all persons employed in the conduct of a business, and especially to the driver of a vehicle if he is the owner or part owner thereof.

Section 7. The term "National Industrial Recovery Act" means such act as approved by the President June 16, 1933.

Section 8. The term "the effective date of the code" means ten days after the date on which the Code shall have been approved by the President pursuant to the National Industrial Recovery Act.

ARTICLE II—Purpose of the Code

This Code is adopted, pursuant to Title I of the National Industrial Recovery Act, to remove obstructions to the free flow of interstate and foreign commerce which tend to diminish the amount thereof; to provide for the general welfare by promoting the organization of industry for the purpose of cooperative action among trade groups; to induce and maintain united action of labor and management under adequate governmental sanctions and supervision; to eliminate unfair competitive practices; to promote the fullest possible utilization of the present productive capacity of industries; to avoid undue restriction of production; to increase the consumption of industrial and agricultural products by increasing purchasing power; to reduce and relieve unemployment; to improve standards of labor and business conduct; and otherwise to rehabilitate industry and conserve natural resources.

ARTICLE III—Scope

This Code shall be applicable to all vehicles to the full extent permitted by the National Industrial Recovery Act.

ARTICLE IV—Hours of Labor, Rates of Pay and Other Conditions

Section 1. Pursuant to sub-section (a) of Section 7 of the National Industrial Recovery Act, and so long as the Code shall be in effect, the Code shall be subject to the following conditions:

(1) That employees shall have the right to organize and bargain collectively through representatives of their own choosing, and shall be free from the interference, restraint or coercion of employers of labor, or their agents, in the designating of such representatives or in self-organization or in other concerted activities for the purpose of collective bargaining or other mutual aid or protection;

(2) That no employees and no one seeking employment shall be required as a condition of employment to join any company union or to refrain from joining, organizing, or assisting a labor organization of his own choosing; and

(3) That employers shall comply with the maximum hours of labor, minimum rates of pay, and other conditions of employment, approved and prescribed by the President.

(4) In accordance with the provisions of sub-sections 1, 2 and 3 of Section 1 of Article IV, the members of this industry propose to continue the open or closed shop policy heretofore followed by such member and under which unusually satisfactory and harmonious relations with employees have been maintained.

(5) The selection, retention, and advancement of employees will be on the basis of merit without regard to their affiliation or non-affiliation with any labor organization or other organization.

Section 2. On and after the effective date of the Code:

(1) The maximum hours for drivers and their helpers and dispatchers shall be forty-eight hours in any one week. Only productive hours shall be considered for loading and unloading. The hours spent by an owner or employee deadheading on a vehicle shall not be considered as working hours.

(2) In consideration of the difficulties attending the supervision of drivers and helpers while en route and of measuring actual performance, the employer may, at his option, determine that all or part of the work done may be measured in terms of scheduled miles on the following ratio of hours to miles: For a tractor, semi-trailer and one extra trailer, 720 miles of travel should be considered equivalent to forty-eight hours of labor; for a tractor and semi-trailer or for a truck and a trailer, 1000 miles of travel shall be equivalent to forty-eight hours of labor; for a straight truck 1200 miles of travel shall be equivalent to 48 hours of labor.

(3) In further consideration of the special conditions connected with this industry, the maximum hours of labor may exceed the maximum set forth herein for any one week; provided, however, that in such case the average number of hours per week for any six months' period shall not exceed the maximum of forty-eight hours per week.

(4) Except employees primarily or wholly in managerial, supervisory or executive capacities who now receive more than $35.00 per week, employees on maintenance and repair work, outside salesmen or solicitors, watchmen, billing and rate clerks, station managers or employees on very special cases where restriction of hours of highly skilled workers would unavoidably reduce service and except drivers and their helpers provided for under sub-sections (1), (2), and (3) of this Section 2, no office or other employee shall be caused or permitted to work for more than forty hours in any one week, and no subscriber to the Code shall reduce the hours in any establishment or service operation to below fifty-two hours in any one week, unless such hours were less than fifty-two hours per week before July 1, 1933, and in the latter case shall not reduce such hours at all.

Section 3. After the date of the employment of any member of the industry of any employee, such member shall not knowingly permit such employee, who shall have performed work for one or more other employers, to work for such member such number of hours, or their equivalent as provided in sub-section (2) of Section 2 of this Article IV as will result in a violation of the Code had all such work been performed for such member.

Section 4.

(1) The provisions of this Article IV regarding maximum hours may be adjusted to conform with maximum hours of different competitive forms of transportation agencies which are under the supervision of the Interstate Commerce Commission, Public Utility Commissions, and/or such governing regulatory bodies as may exist.

(2) The provisions in Article IV as to hours of labor and wage do not apply to private trucks that come under an individual code where both the maximum hours are not more and the minimum wage of that Code not less than provided herein.

Section 5. No member of the industry shall knowingly employ in or about its establishment or operations in the industry any person under sixteen years of age, except that persons between fourteen and sixteen years of age may be employed (but not in manufacturing or mechanical processes), for not to exceed three hours per day and those hours between 7 A. M. and 7 P. M. in such work as will not interfere with hours of day school.

Section 6. Until changed by amendment to the Code, no member of the industry shall pay to any of the classes of employees subject to the provisions of Section 2 of this Article IV less than forty cents per hour unless the hourly rate for the same class of work on July 15, 1929 was less than forty cents per hour in which latter case not to pay less than the hourly rate on July 15, 1929 and in no event less than thirty cents per hour in the North and twenty-five cents per hour in the South. It is agreed that this paragraph establishes a guaranteed minimum rate of pay regardless of whether the employee is compensated on the basis of a time rate or on a piece-work performance.

Section 7. No member of the industry shall use any subterfuge to frustrate the spirit and intent of this agreement which is, among other things, to increase employment by a universal covenant, to remove obstructions to commerce, and to shorten hours and to raise wages for the shorter week to a living basis.

ARTICLE V—Unfair Practices

The following shall apply to operators of vehicles used for the transportation of property:

Section 1. It shall be an unfair trade practice to transport property at less than reasonably compensatory rates and charges except for a recognized charitable organization and it shall further be deemed an unfair trade practice for a private operator of a motor vehicle, dray or team who shall not include in his element of cost such sums for his own service as would correspond to the standard wage for like service of an employee doing similar things, if such things were done by an employee coming within the scope of this Code.

Section 2. It shall be unfair trade practice to give secret rebates or settlements, to obtain business by the use of commercial bribery, to make any discrimination in the charge as between different shippers or consignees of the same commodities, which difference is not measured by differences in the costs in performing services.

Section 3. Violation by any operator of vehicles used for the transportation of property of any provisions of this Code, or of any amendments hereto, is hereby declared to be an unfair trade practice.

ARTICLE VI—Prior Contracts

Where the costs of executing contracts entered into prior to the approval of this Code are increased by the application of this Code under the National Industrial Recovery Act, it is equitable and promotive of the purposes of this Act that appropriate adjustments of such contracts to reflect increased costs be had.

ARTICLE VII—Administration

For the purpose of administering the provisions of this Code and of aiding in the administration of the National Industrial Recovery Act, the Executive Committee of the Federated Truck Associations of America is hereby authorized and empowered to perform any functions and exercise any power necessary to carry out the provisions of this Code, to obtain the approval of the same by the National Recovery Administration, to receive as appendices to this Code and obtain the approval thereof of codes for classified or regional divisions of the industry, to fix the pro rata share of the amounts to be borne by those participating in this Code required to defray the expenses of the administration of its provisions, and to do any and all things necessary or incidental to the carrying out of the provisions of this Code.

ARTICLE VIII—General

Section 1. No provision of this Code shall be interpreted or applied in such a manner as to (a) promote monopolies; (b) permit or encourage unfair competition; (c) eliminate or oppress small enterprises; or (d) discriminate against small enterprises.

Section 2. This Code or any of its provisions may be cancelled or modified and any approved rule issued thereunder shall be ineffective to the extent necessary to conform to any action of the President.

Section 3. In order to provide data necessary for the administration of the National Industrial Recovery Act, and the carrying out of the provisions of this Code, the members of this industry shall furnish statistical information as required to the agency authorized in this Code.

ARTICLE IX—Effective Date and Termination

The provisions of the Code shall become effective and binding upon all those participating in the Code ten days after approval of the Code by the President and shall remain in effect until and for sixty days after Title I of the National Industrial Recovery Act shall have ceased to be effective either by expiration under its terms or by proclamation of the President. When so terminated, all obligations and liabilities under the Code shall cease, except those for unpaid dues and assessments theretofore made in accordance with the provisions of the Code.

ARTICLE X—Amendments

This Code may be amended at any time by those participating therein in the manner determined by them.

MR. COLLINS PROPS HIS REPLACEMENT PLAN

By W. T. COLLINS
Assistant Economist
R. H. Macy & Co., Inc.,
New York City

• In this article Mr. Collins deals with some of the elementary points in his replacement plan which he purposely ignored in his May article.

• Mr. Collins also takes up some of the contentions raised in the discussion published in July and answers them.

• And in his conclusion he makes a startling statement in regard to accounting practices. Accountants will probably disagree with him. Fleet operators may not.

WHEN I prepared my article for the May number, I was aware that there were some aspects of the subject which had not been presented. I purposely ignored them inasmuch as I did not wish to obscure the reasoning behind the general solution for the economic point. However, the discussions which have resulted from that article have been so friendly and constructive and have evinced so much interest in the subject that I am glad of the opportunity to discuss these other phases. I want to express my appreciation to those men who have spent time and thought in discussion of the problem.

Previously it was shown that the economic point for replacement of a motor truck is that point at which the truck has given the greatest value for the total dollars expended; or in other words, when the total cost divided by the number of miles traveled is a minimum. To determine this minimum requires that one continuously add up all the amounts of money expended on a truck, including initial cost (less trade-in value), repairs, gasoline, oil and tires, and then continuously divide these sums by the number of miles traveled from the purchase of the truck until the time each sum is calculated. This gives the cumulative total cost per mile. It has already been shown that when the cumulative total cost per mile ceases to decline, the truck should be disposed of.

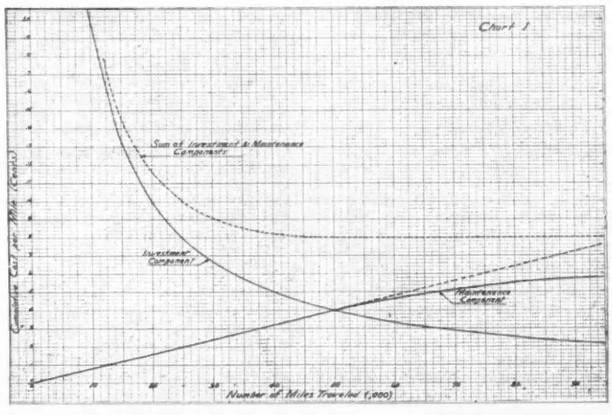
To facilitate in the determination of the point at which the cumulative total cost per mile ceases to decline, the behavior of each component part making up the total was studied separately. The gasoline, oil, and tire components were shown to be constant. The investment component and the maintenance component were the only ones exerting any influence. The former was a smooth curve of the general equation $y = \frac{k}{x}$ and the latter was shown to be represented best by a straight line passing through the origin. It is about the shape of the maintenance component that the important controversy arises.

It should not be surprising that the shape of the maintenance component is the center of intelligent disagreement. It is almost the only component which is influenced by that very bothersome factor known as the human element. In fact, the maintenance component is the key to the whole problem. It may be almost any shape depending upon the amount of attention given to the truck. It it is one's policy to keep his equipment in fine condition, the economic point is reached more quickly than if he does not mind much about the condition so long as the truck runs. If one is satisfied to drive around in a dilapidated old buzz-wagon, the maintenance component will be small, the cumulative total cost per mile probably low, and the economic point not reached until the truck disintegrates on the road. On the other hand, if it is one's policy to keep his equipment positive and safe and to present a satisfactory, business-like appearance to his clientele, the maintenance component will rise as the mileage increases, the cumulative total cost per mile will probably be larger and the economic point reached much sooner. This merely means that no matter what conditions are to be maintained, so long as they are predetermined, the solution for the economic point follows automatically.

It should be obvious that unless a truck is maintained in about the same conditions as when it was new, the quality of the mileage is not the same; it becomes poorer and poorer as the truck is allowed to run down. This process probably results in a low cumulative total cost per mile. If one is satisfied with the quality of such mileage, all well and good. It should be clear, however, that it is an extreme luxury and a waste for such a person ever to have a new truck. All the miles run while the truck is in excellent condition are too high grade for the job. It would probably be cheaper to buy used equipment and run it into its grave.

(TURN TO PAGE 36, PLEASE)

Chart A



WHAT'S THE ECONOMIC LIFE OF A TRUCK

• Seven well-known fleet men and transportation engineers here give their views on this important subject. These views are part of the discussion of the article, "When Total Cost Per Mile Ceases to Drop, Replace the Truck," by W. T. Collins, assistant economist, R. H. Macy & Co., New York, published in the May issue.

Views of other fleet and factory men will be published in the September issue. Considered as a whole, these opinions constitute the most interesting discussion of the truck replacement subject published to date because they reveal the many, varied factors involved which tend to complicate the working out of a universally acceptable solution.

•

By J. F. WINCHESTER

Supervisor of Motor Equipment

Standard Oil Company of New Jersey

MR. W. T. COLLINS was kind enough to discuss the paper which he presented in the COMMERCIAL CAR JOURNAL, with me some time ago.

As you know, I have been an ardent advocate of individual cost records for fleet operation, and these thoughts were fundamentally based upon many of the facts contained in Mr. Collins' review of economical truck operation.

There are many other factors to consider aside from those set forth by Mr. Collins, yet a true guide to the average operation of a piece of equipment can be found in the analysis made by Mr. Collins.

By F. C. FIECHTER

Fleet Manager

John Wanamaker, Philadelphia

THE article as prepared by Mr. Collins has been splendidly done, so far as the illustration of his theory on the subject of truck replacements is concerned. It is interesting since it furnishes several constructive formulas for ascertaining certain economic factors in operation.

On several occasions in recent years, I have devoted considerable time and effort to ascertain the terminal point of economic operation of motor vehicles. Several of my procedures were quite similar to those used by Mr. Collins but never had I a sufficient courage of my own convictions to even suggest applying my theories to our own operations, since it had been quite impossible to have my theories substantiated in practice except but in a few instances.

You and the members of your staff are quite familiar with our present method of cost accounting in so far as our fleet operations are concerned. Also you are, of course, aware that our average costs for the various makes and types of equipment are considerably below that established by the manufacturers, in spite of the fact that most of the newer equipment has accrued over 40,000 miles each, and in many instances the older equipment has well over 150,000 each to their credit.

In view of the above facts, I shall refrain from going into a lengthy discussion of our methods, etc., but desire to add that since there are so many variables entering into each individual owners' operating conditions, both within and beyond control, it would be very difficult to design a yard stick for ascertaining the economic point, and were it entirely feasible to do so, most everyone indirectly concerned would take exception to the rule for obvious reasons.

By W. J. CUMMING

General Superintendent

Surface Transportation Corp. of New York

THE reaction of our organization to the article by Mr. W. T. Collins, would indicate a certain degree of inexperience as a practical operator of automotive vehicles and a thorough disbelief in preventive maintenance.

In our own scheme of preventive maintenance, our cost curve is practically constant, although broken, for by experience we are able to predict mileage life of units and since at overhaul, weak design has been studied and is corrected, a reduced maintenance figure is often obtained.

Again briefly, the investment curve published could not agree with our experience, for, as is often the case, our vehicles are as valuable to us today, under present circumstances, as they were when purchased. The only factors that would lessen their value to us, would be radical changes in our transportation scheme or sweeping design changes in transportation vehicles.

By H. R. HOLDER

Superintendent, Autobus Dept.

Montreal Trainways Co.

I HAVE read with a great deal of interest the article on truck retirement by Mr. Collins and although this may be quite applicable to trucks the use of it for passenger-carrying vehicles is to my mind another story.

In the first place increased mileage costs due to the age of a vehicle are practically always the result of delayed maintenance which is always costly, this should not be permitted in passenger transport as the patron purchases his ride and is entitled to be carried with the least possible chance of delay.

In any well-organized transport system the maintenance costs should follow an almost straight line after the first 10,000 or 20,000 miles and there is no reason why a vehicle should not operate economically for a number of

years with a large accumulated mileage providing that maintenance is closely kept up and spare parts can be obtained.

As an illustration of my contention we have coaches that have run over the 300,000 mile mark which are as good today as originally which are not costing us any more (in some cases less) than when new.

●

By M. C. Horine

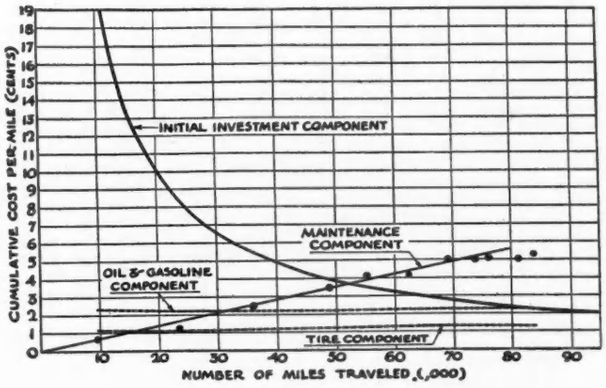
Sales Promotion Manager

Mack-International Motor Truck Corp.

I HAVE carefully read the thoughtful and intriguing article by Mr. W. T. Collins, which appeared in the May issue of the Commercial Car Journal. With the main proposition which Mr. Collins' article propounds there can be no argument. The time to replace a motor truck is the time when such a course results in lower total operating cost than a continuance of the old vehicle in operation. There is undoubtedly a great deal of virtue in Mr. Collins' clever simplification of the problem by elimination of those items which are not subject to great change at different periods of the truck's life. Whether the two components, initial investment and maintenance, are adequate for determination of the economic point remains to be seen.

At the outset it is to be observed that the factor of obsolescence is entirely ignored. This is due doubtless in some measure to the fact that Mr. Collins' viewpoint is necessarily that of an operator of light delivery vehicles. Aside from style considerations, it is certainly fair to say that in the department store field obsolescence has not so far proven an important factor. In other fields of transport, however, obsolescence must be given consideration. As against this, however, it might fairly be contended that the experience of the past several years is not a safe guide for the future. The two greatest obsolescence influences during the past five years have been the virtual replacement of solid tires by pneumatic tires and the general raising of the performance standards. Now that the pneumatic tire is in almost universal use and the performance has been raised to or beyond the optimum limit, these influences will no longer be felt. Furthermore, the accelerated tempo of modern transport, with the resultant greatly increased annual mileage, makes all forms of obsolescence less important, because a given mileage life is run out in a shorter space of time.

Collins Chart 1



Mr. Collins' conception of the initial investment components as a more or less hyperbolic downward curve is unconventional to say the least and certainly will not do as a basis for amortization of the investment. It tends to present a false picture of operating costs. For practical accounting purposes, it would seem preferable to assign a more or less definite mileage life to the vehicle and amortize the investment at a uniform rate per mile, this rate being the quotient of the original investment less tires divided by this mileage. Amortization plus interest therefore becomes a fixed mileage rental charge just the same as oil and gasoline, tires, and other like items are more or less straightline items as shown on Mr. Collins' chart No. 1.

In his dogmatic assertion that the maintenance component is a constantly-ascending straight line, Mr. Collins at least has the weight of a great deal of popular opinion back of his assertion, but as a great many fleet operators can testify, this is by no means the universal experience. In a great many cases the maintenance curve after an initial rise flattens out and remains at a fixed altitude during the greater part of the economic life of the chassis and does not again rise until it approaches the end of the truck's economic life.

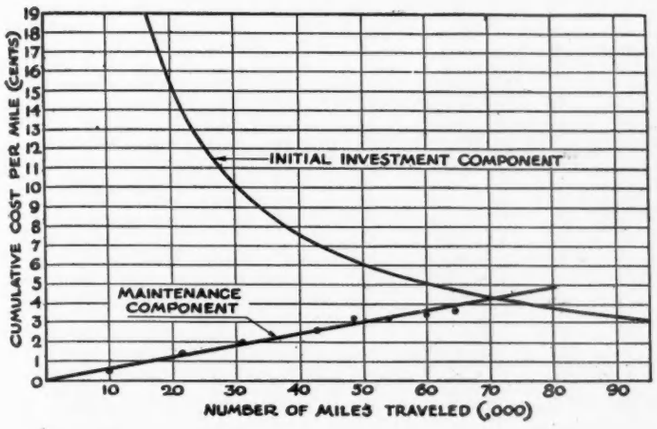
It makes a great deal of difference what items of maintenance are included in Mr. Collins' maintenance component. If, together with the chassis maintenance, maintenance of the body is also included, then the total component will be affected either favorably or unfavorably according to how well the body is constructed. A poorly constructed body, which involves high maintenance, would unfairly reflect upon the chassis, whereas a particularly good body would be unduly flattering to the chassis. The same thing applies to equipment of various sorts. Repainting, on the other hand, is an element of maintenance expense which has practically no relation whatever to the age of the chassis, and if this expense is incurred at infrequent intervals, it may result in an upward inclination of the total maintenance curve, which is most misleading.

Similarly the quantitative significance of the investment component is very seriously affected by its scope. Inasmuch as the size of the tire item in an expense account warrants carrying it as a pro-rated mileage charge, it is generally accepted as good practice to subtract the replacement cost of the tires from the investment for purposes of amortization.

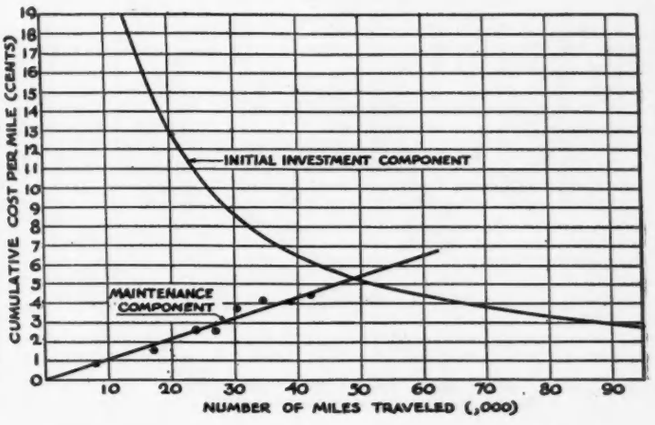
As Mr. Collins states, the trade-in value of the chassis is another subtraction from initial investment which should be made, and while it is true that the tendency for the net investment to approach the total investment becomes manifest as time goes on, it is also true that within a reasonable number of years the two curves can never meet, and therefore with a fixed maintenance component, the altitude of the investment component will make a difference in the location of the economic point.

Charts 3 and 4 represent two vehicles of different quality; that in chart 3 is presumably of higher price, but of longer economic life so that, while the investment component is higher at each mileage point than the chassis shown in chart 4, the economic point is reached later in its life owing to the lower main-

Collins Chart 3



Collins Chart 4



tenance component, which is the direct reflection of superior quality. These charts would be more graphic if a third line had been added above the other two indicating the sum of the two components. Such a curve would show that the sum of the two components in chart 3 is virtually level from 60,000 to 80,000 miles and that of chart 4 from 40,000 to 60,000 miles. Inasmuch as the trading value of a truck is governed more by its age in years and its condition than the number of miles which it has run, it would certainly seem that a careful operator would have nothing to lose and everything to gain by postponing the replacement period at least until the sum line began to rise. If I read Mr. Collins' philosophy correctly, the truck in chart 3 would be traded at 60,000 miles; that in chart 4 at 40,000 miles, whereas it would seem to be better business to trade that in chart 3 at 80,000 miles and that in chart 4 at 60,000 miles.

Comparing chart 3 and chart 4 it would certainly seem that a truck of still higher quality than that shown in chart 3 would have a still longer economic life and a still lower average cost per mile.

●

(The prominent fleet man who sent in the comments below asked that his name be withheld for company-policy reasons.)

I USED Mr. Collins' method back in 1925 and finally discarded it, particularly for the small cheaper vehicles inasmuch as it did not appear to bear out our actual experience. Since then vehicles have changed and with the present ratios between initial investment components and maintenance components for small cars his formula works out fairly well.

Applied to trucks, I believe it will prove an excellent aid to judgment and many other formulas now being used by fleet operators.

By A. F. Coleman

Manager, Motor Vehicle Dept.
Socony-Vacuum Corp.

I READ with much interest Mr. Collins' article in the May number of the Commercial Car Journal and while I agree in principle with Mr. Collins' method of retiring equipment, I do not subscribe in full to his views.

Mr. Collins assumes a case of a truck whose cumulative cost per mile at 40,000 miles is $4000, or 10 cents per mile average. Assuming that this case is correct then the truck at the 40,000 mile point must be operating at a rate somewhat below the 10 cents a mile average, in order to compensate for the high cost per mile when the new truck is placed in service.

If the second 40,000 miles were to average 10 cents, then at some point between the 40,000 and the 80,000 mile assumed points, the cost per mile must mount above the 10 cents per mile average, to bring the average up to this amount.

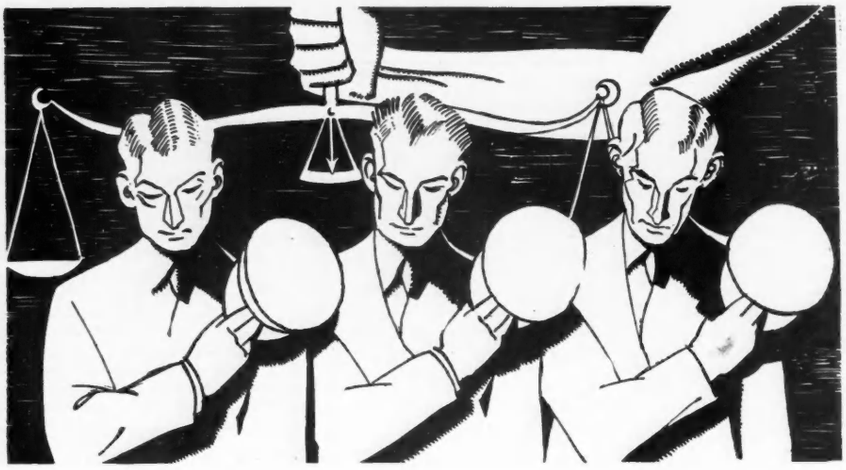
From this it would appear to me that on this assumed case the economical point for retirement would move forward to some point between the 40,000 and the 80,000-mile mark where the mileage cost rose above the 10 cents per mile cost, which it must do to bring up the average.

It has been our experience that obsolescence of equipment has proven a very large contributing factor, governing trade-in time and a great deal of money has been saved in operations as the result of a survey. After this study of equipment and territory the installation of modern pneumatic-tired and high-speed trucks replaced a considerably larger number of old style units, reducing the number of trucks in service and increasing the radius of operation. In these changes performance of the new equipment was as much a factor as the operating expense of the old equipment.

A cumulative record of repairs and operating expenses is most essential to assist in determining when to discard the old truck. This, however, has not been the final answer in our operations, as many trucks that were properly assigned a few years ago were found to be entirely unsuited for present day operations due to changes in roads, traffic conditions and delivery methods.

Referring particularly to Chart No. 1 in Mr. Collins' article, the initial investment component crosses the maintenance component at approximately 53,000 miles and if I read Mr. Collins' conclusion correctly, this is the point at which he states the unit should be disposed of. Reference to this chart shows that the initial investment component continues to decline beyond the intersection point, showing that the truck had not yet been completely depreciated. It would appear to me, therefore, that some point beyond the intersection would be the trade in point, rather than immediately at the crossing, because the increased depreciation would tend to offset slightly increasing repair costs.

Our methods of calculating retirement time, however, are quite similar to the one outlined by Mr. Collins with slight modifications to fit it to our own particular needs.



How Are Fleet Drivers To Be Treated After Having Accidents?

By J. S. Baker, engineer, National Safety Council

•

Survey of large operators shows three general systems are widely used to cut down accidents

WHAT to do with the driver who has had accidents, especially if he has had several, is one of the important problems of fleet safety. To determine present practice, an inquiry was sent to members of the Delivery, Taxicab and Bus Section of the National Safety Council and to motor vehicle departments of states having Drivers' License Laws.

There appear to be three general methods of handling the driver following one or more accidents:

(*a*) *Each Accident Considered Separately.* By this method, which is almost universally used in very small fleets, the management or a committee takes up each accident with the driver after it occurs, decides on the course of action to follow, and then closes the case without reference to other accidents except when somebody happens to recall previous accident experience of the driver being considered. As a rule, a decision is first made as to whether the accident is "chargeable" or not, that is, whether the driver was at fault; and then a penalty is imposed. This method falls down in large groups of drivers where the individual driver's past record cannot be recalled.

(*b*) *Standard Procedure for Minor Accidents, Special Attention to Major Ones.* This method calls for a regular way of reporting accidents involving property damage of less than $25 (for example), and bringing more serious accidents up for special review to determine whether they are chargeable or not. This method is used in fleets where the accidents are too numerous to give detailed attention to each one. It has the disadvantage that a driver with a number of minor accidents may escape notice, especially if he is able to make plausible excuses which classify them as non-chargeable.

(*c*) *Consideration of the Individual Driver rather than the Individual Accident.* This method calls for a different point of view from the others, and is used only in relatively few fleets. Extremely detailed records are kept on each individual driver, and his case is considered as a whole every time he has an accident. Thus, one very serious accident may determine what should be done for or with him; but, more often, three or four non-chargeable accidents of a minor nature are the basis of disciplinary or educational action.

In the last, more highly developed method it is important to establish a point at which a driver's record will automatically bring him up for special consideration; that is, a definite rule must be established as to how many accidents *of any kind*, chargeable or otherwise, in a specified amount of driving would bring a driver up for special study and treatment. The following practices were reported:

7 companies give special attention for more than 1 chargeable accident per year.
6 companies give special attention for more than 2 chargeable accidents per year.
4 companies give special attention for more than 3 chargeable accidents per year.

The number of accidents per year permits only a very crude comparison, because of the extremely large differences in mileage per driver in different kinds of fleets, and even of different drivers within the same fleet. Thus, three accidents per year in one fleet might mean no more accidents per mile than one accident per year in another. Fleets in the Council on the whole average about 13,000 miles per vehicle per year so that, in general, we might roughly say that 7 companies give special attention for more than one accident per 13,000 miles and so on. Three fleets actually undertook to estimate the critical point in accident records in terms of mileage driven with the following results:

(a) 1 accident per 10,000 miles.
(b) 3 accidents per 35,000 miles.
(c) 2 accidents per 50,000 miles.

Although it is impossible to average such diverse figures, one might conclude that it would not be out of line to call in for special consideration any driver who had had more than two chargeable accidents in a year or more than two of any kind in 50,000 miles of driving.

(Turn to page 40, please)

39 States Limit Hours A Truck Driver May Stay at the Wheel

By Roy Britton, National Highway Users Conference

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Analysis of legislation proves much thought has been given to the question of hours and labor

REITERATED and widely circulated charges that commercial highway transportation is an outstanding example of those enterprises in which no serious effort has been made to regulate the hours of labor are refuted by analysis of a survey just made by the National Highway Users Conference. Thought has been given to the question of hours of labor.

The survey just completed shows that the hours of labor have been definitely fixed in 39 states; in approximately two-thirds by the state legislatures and in the remaining third by commission regulations. In 16 states the allowable period of continuous service is fixed at 10 hr., in 14 at 12, in three at 14, in four at 8, and in one at 7 and in another at 13.

Safety was the determining factor in bringing about a limitation of the hours of service. Unemployment is the factor now being considered by the National Recovery Administration. It is argued that if the hours of service already specified in a great majority of the states are further curtailed, it will naturally result in the further spread of work. If new schedules are fixed it may be assumed that the operators of commercial motor vehicles will cooperate as heartily as they did in those states where the principal motive was the maintenance of higher standards of efficiency resulting from the reduction of the hours of continuous service.

The survey of the National Highway Users Conference shows that North Carolina is the one state which has fixed 7 hrs. as the maximum period of service. Ohio, Oklahoma and Texas placed the maximum at 14 hours, Virginia at 13 hrs., and Alabama, Indiana, Utah and Idaho at 8 hrs.

The states in which 10 hrs. is fixed as the maximum are: Arizona, California, Colorado, Georgia, Illinois, Massachusetts, Michigan, Missouri, Montana, New Mexico, New York, North Dakota, Oregon, South Carolina, Washington and Wyoming.

Those states in which 12 hrs. was agreed upon as a maximum period of service are: Arkansas, Connecticut, Florida, Iowa, Kansas, Kentucky, Maine, Minnesota, Mississippi, Nebraska, Nevada, New Hampshire, Rhode Island and South Dakota.

Following is a summary of the state laws and commission regulations of the hours of service of commercial motor vehicle operators:

State	Truck Carriers Covered	Limit on Consecutive Hours on Duty	Limitation Where Hours on Duty are Not Consecutive	Minimum Off Duty Hours	Law (L) or Commission Reg. (R)
ALA.	Com. & Cont.	8	8 in 12-hr. spread	8	L
ARIZ.	All	10	After 10 hr. in aggregate must go off duty	8	L
ARK.	All	12	After 12 hr. in aggregate must go off duty.	8	L
CALIF.	Contract	12	12 in 15-hr. spread	8	L
COLO.	All	10	10 in 24-hr. spread	8	R
CONN.	All	12	16 in aggregate in any 24 followed by 10 consecutive off duty	8	L
DEL.		No limitation			
D. of C.		No limitation			
FLA.	For-hire	12		8	L
GA.	Common	10		10	L
IDAHO	For-hire	8	10 in any 24	—	R
ILL.	All	10	10 in aggregate in any 16	8	L
IND.	For-hire	8	12 in aggregate in any 24	—	L

(Turn to page 20, please)

STATE MOTOR VEHICLE SIZE

A star (★) indicates an official interpretation of restrictions by a qualified

STATE	MAX. NO. OF TRAILERS PERMITTED	LENGTH (ft.)	WIDTH (in.)	HEIGHT (ft.)	FOUR-WHEEL TRUCK GROSS (2 Axles)	SIX-WHEEL TRUCK GROSS (3 Axles)	TRACTOR & SEMI-TRAILER GROSS (3 Axles)	TRUCK & 4-WHL. TRAILER GROSS (4 Axles)	TRACTOR SEMI & 4-WHEEL TRAILER GROSS (5 Axles)	TRACTOR 4-WHEEL SEMI & 6-WHEEL TRAILER GROSS (7 Axles)	LOAD PER INCH TIRE WIDTH	AXLE LOAD	MINIMUM AXLE SPACE (In.) (V)	Must Trailers Have Brakes?	Must Trailers Have Clearance Lights?	What Reciprocity is Granted?
★ALA....	½	30u 40c	96	12	20,000	20,000	20,000	n.p.	n.p.	n.p.	n.r.	n.s.	n.s.	n.s.	yes	none
★ARIZ..	1½	33u 85c	96	14½	22,000	34,000	34,000	44,000	56,000	68,000	700 (flange)	18,000	n.s.	n.s.	(no info.)	(no info.)
★ARK...	1(1)	35u 45c	96	12½	700(L+40) (g) (2)	700(L+40) (g) (2)	700(L+40) (g) (2)	700(L+40) (g) (2)	700(L+40) (g) (2)	700(L+40 (g) (2)	(s) n.p. (p) (3)	(4)	96(f)	yes (5)	n.s.	for hire no; 4 per month by permit
★CAL.... (6)	1½	33u 60c	96 100 (p)	13½	22,000	34,000	34,000	44,000	56,000	68,000	600(s)(base) 500 (metal)	17,000	40(r)	no	yes	none
★COLO.	1½	33u 60-85c	96	12½	30,000	40,000	50,000	60,000	80,000	100,000	800 (flange)	20,000	40(r)	yes	yes	full
★CONN.	1 (7)	40	102	n.s.	26,000(s) 32,000(p)	26,000(s) 40,000(p)	26,000(s) 40,000(p)	26,000(s) 40,000(p)	n.p.	n.p.	800(s)(channel) n.r.(p)	n.r.	n.s.	yes	yes, if over 72 in. wide	equal (a)
★DEL....	1½	33u 60c	96	12 1/6	22,000(s) (8)26,000(p)	22,000(s) (9)36,000(p)	38,000(s) 40,000(p)	(10)	n.s.	n.s.	700(s)(flange) 700(p)(casing)	16,000(s) 18,000(p)	n.s.	yes	yes	equal
★FLA....	1	35u 45c	84(11)	12	8,000(s) (12)16,000(p	8,000(s) (12)16,000(p	8,000(s) (12)16,000(p	11,000(s) 24,000(p)	n.p.	n.p.	600(s)(contact) 600(p)(flange)(13)	16,000(14)	n.s.	yes	yes	(15)
Jan. 1934	*Same*	*Same*	*Same*	*Same*	*Same*	*Same*	*(12)18,000(p*	*32,000(p)*	*Same*	*Same*	*550*	*Same*	*Same*	*Same*	*Same*	*Same*
							(17)	*(18)*								
★GA.....	n.r.	30u 85c	96	12½	22,000	39,600(16)	39,600(16)	44,000	61,600 (19)	83,000 (19)	800(flange)	17,600	n.s.	n.s.	yes	for hire no; others 4 trips per month
★IDAHO	1½	35u 65c	96	14	600(L+40) (g) (20)	600(L+40) (g) (20)	600(L+40) (g) (20)	600(L+40) (g) (20)	600(L+40) (g) (20)	600(L+40) (g) (20)	800	16,000	120(f,21) 40(r)	yes(22)	no	none
★ILL....	n.r.	35u (x) 40c	96	n.r.	24,000	40,000	40,000	40,000	40,000	40,000	800	16,000	40(r)	yes	yes	equal
★IND....	1½	33u 40c	96	12	19,200s (23) 24,000p (23)	19,200s (23) 24,000p (23)	19,200s (23) 24,000p (23)	19,200s (23) 24,000p (23)	19,200s (23) 24,000p (23)	19,200s (23) 24,000p (23)	640(s)(flange) 800(p)(flange)	12,800(s) 16,000(p)	40 in.	yes, Jan. 1, 1934	yes	(24)
★IOWA..	n.r.	30u 45c	96	12	450(L+53½) (g)	Same	Same	Same	Same	Same	n.s.	14,000(s) 16,000(p)	40 in.	n.s.	yes	equal
★KAN.	1	35u 50c	96	12	24,000 28,000 on duals	34,000	46,500 Based on axle load	56,000 Based on axle load	n.p.	n.p.	n.s.	16,000 18,500 on duals	n.s.	yes	yes	10 consecutive days
★KY.....	½	26½u 30c	96	11½	18,000(17)	18,000	18,000	n.p.	n.p.	n.p.	n.r.	n.r.	n.r.	n.s.	n.s.	n.s.
★LA.....	1½	33u 55c (25)	96	12½	7,000 net load	10,000 net load	10,000 net load	10,000 net load	n.p. Jan. 1934	n.p. Jan. 1934	600	n.s.	n.s.	n.s.	yes	equal (a)
★ME....	1	36u (26)	96	12½	20,000(s) 24,000(p)	36,000(p)	36,000(p)	36,000(p)	n.p.	n.p.	700(s)(flange) 600(p)(flange)	16,000(s) 18,000(p)	n.s.	n.s.	yes	all over 1½ ton must reg.
★MD....	n.r.	n.r.	96	n.r.	25,000 (27)	40,000 (27)	40,000 (27)	50,000 (27)	65,000 (27)	80,000 (27)	650(s) n.r.(p)	n.s.	n.s.	no	no	equal
★MASS.	1	28u 40c	96	n.s.	28,000(s) 30,000(p)	40,000	40,000	(28)	n.p.	n.p.	800	n.s.	n.s.	n.s.	yes, if 3 tons and over	equal; but permit after 30 days no fee
★MICH.	2	40u 60c	96	14	(29)	(29)	(29)	(29)	(29)	(29)	700 (29)	18,000(29)	n.s.	n.s.	yes	10 days; not for hire
★MINN..	2	35u 63c	96	12½	Based on axle load	Based on axle load	Based on axle load	Based on axle load	Based on axle load	Based on axle load	n.s.	18,000(30) 12,000(30)	n.s.	n.s.	yes, if over 80 in. wide	equal (a)
Jan. 1934	*1½*	*40u(x)*	*Same*	*Same*	*Same*	*Same*	*Same*	*Same(31)*	*Same(31)*	*Same(31)*	*Same*	*Same*	*Same*	*(32)*	*Same*	*Same*
★MISS...	n.s.	33u 50c	96	12½	22,000	22,000	22,000	30,000	30,000	30,000	700	12,000	n.s.	yes	yes, if over 84 in. wide	no
★MO....	1	33u 40c	96	12½	24,000 28,000(33)	38,000 42,000(33)	38,000	48,000	n.p.	n.p.	600(flange)	16,000 22,400(33)	n.s.	n.s.	yes	equal
★MONT.	1½	33u 60c	96	14½	24,000	34,000	40,000	48,000	58,000	68,000	800	13,000 and 16,800(34)	96(f)	no	no	for hire no; others 90 da.

REFERENCE TABLE

½—semi-trailer.
1—semi or full trailer.
1½—semi plus one full trailer.
2—Two full trailers.
a—with reservations.
c—combination of units.
f—distance between first two axles.
g—Where weight is given by formula. L is distance in feet between front and last axles.
n.p.—not permitted.
n.r.—no restrictions.
n.s.—not specified.
p—pneumatic tires.
r—distance between last two axles.
s—solid tires.
t—distance between tractor axle and semi-trailer axle.
u—single unit.
v—figure given is that necessary to get credit for full number of axles used.
x—tractor and semi-trailer considered single unit.

1—Combinations in use exceeding specified limits may be operated until Dec. 31, 1934. Such combinations shall not exceed 3 units and 85 ft. length.

2—If axle spacing is less than 7 ft. formula is 650 (L+40). Weight permitted by formulas is, however, limited by axle load which in turn is limited by tire size. See (3) and (4). Solids not permitted on trucks or trailers.

3—Gross weight based on table of tire sizes. Maximum load one high pressure tire 3000 lb., dual 5700 lb.; balloon single 4000 lb., dual 7600 lb.

4—Axle loads based on tire sizes. Maximum allowed on one axle equipped with single high pressures 6000 lb., dual 11,400 lb.; on single balloon 8000 lb., duals 15,200 lb.

5—Trailers now in use may be operated without brakes until Dec. 31, 1934, if coupled with safety chains in addition to standard coupler.

6—Legislature in session at time of compilation.

7—After Jan. 1, 1934, only semi-trailer permissible.

8—36,000 with power brakes on rear axle.

9—38,000 with power brakes on both axles.

10—Full trailers limited to 10,000 lb. carrying capacity.

11—Common and contract carriers allowed 96 in.

12—20,000 lb. permitted common and contract carriers by Commission. Common carriers allowed 10 per cent overweight if Commission's brake, axle and tire requirements are met. Payload in all classes of service limited to 12,000 lb. per unit. See (x).

13—Common or contract carriers 550.

14—In counties specified by Co. Comm.

15—Reciprocity limited to vehicles bringing load of uncrated household goods and such from point of origin in license-issuing state. Return load may be taken only from destination point.

16—Maximum payload 12,500 lb.

17—Outside city limits 2-wheel semi-trailer allowed 1500 lb. gross on solids and 3000 lb. gross on pneumatics.

18—Outside city limits 4-wheel trailer allowed 3000 lb. gross on solids and 16,000 lb. gross on pneumatics, latter applying to certificated carriers under Commission jurisdiction July 1, 1935.

19—Interpretation not definite.

AND WEIGHT RESTRICTIONS

state official. A quad (■) indicates the interpretation is unofficial.

STATE	MAX. NO. OF TRAILERS PERMITTED	LENGTH (ft.)	WIDTH (in.)	HEIGHT (ft.)	FOUR-WHEEL TRUCK GROSS (2 Axles)	SIX-WHEEL TRUCK GROSS (3 Axles)	TRACTOR & SEMI-TRAILER GROSS (3 Axles)	TRUCK & 4-WHL. TRAILER GROSS (4 Axles)	TRACTOR SEMI & 4-WHEEL TRAILER GROSS (5 Axles)	TRACTOR 4-WHEEL SEMI & 6-WHEEL TRAILER GROSS (7 Axles)	LOAD PER INCH TIRE WIDTH	AXLE LOAD	MINIMUM AXLE SPACE (In.) (V)	Must Trailers Have Brakes?	Must Trailers Have Clearance Lights?	What Reciprocity is Granted?
★NEB...	1½	35u(x) 45c	96	12	32,000	32,000	32,000	48,000	48,000	48,000	n.s.	16,000	n.s.	n.s.	yes	equal
★NEV...	n.r.	n.r.	96	n.r.	25,000	38,000	38,000	50,000	63,000	76,000	600(base)	n.s.	42(r)	n.s.	yes	for hire no; others 5 days
★N. H...	n.r.	30u 45c	96	n.s.	20,000	20,000	20,000	40,000	40,000	40,000	750(base)	15,000	n.s.	n.s.	reflectors	(35)
★N. J....	1	28u 56c	96	12½	30,000 (35)	30,000 (36)	60,000 (36)	60,000 (36)	n.p.	n.p.	800(base)	2,800 to 21,500(36)	n.s.	n.s.	(37)	equal (a)
★N. M...	1	35u 45c	96	12½	600(L+40) (g)	Same	Same	Same	n.p.	n.p.	700(rubber) 500(metal)	18,000 bal. 16,000 (p)(s)	40(r)	(38)	yes, if over 80 in. wide	6 months
★N. Y....	1	33u 65c	96 106(p) (39)	13	28,800(s) 36,000(p)	35,200(s) 44,000(p) (40)	30,000(p) plus (40)	30,000(p) plus (40)	n.p.	n.p.	640(s)(channel) 800(p)(contact)	17,920(s) 22,400(p)	46(r)	yes	no	equal
★N. C....	1	33u 55c	90	12	20,000	20,000	40,000	40,000	n.p.	n.p.	600(contact)	20,000	n.s.	yes	yes, if over 70 in. wide	equal
★N. D...	1	35u 50c	96	14½	32,000	32,000	32,000	32,000	n.p.	n.p.	600	16,000	n.r.	n.s.	yes	90 days
★OHIO (6)	n.r.	35u 85c	96	12½	20,000(s) 24,000(p)	20,000(s) 24,000(p)	36,000(s) 42,000(p)	40,000(s) 48,000(p)	56,000(s) 66,000(p)	56,000(s) 66,000(p)	650(contact)	16,000(s) 18,000(p)	n.s.	n.s.	no	equal
■OKLA..	1½	45u 45c	96	12½	24,000	24,000	31,000	48,000	55,000	55,000	600	n.s.	n.s.	yes	n.s.	none
★ORE...	n.r.	35u 50c	96	11 (41)	600(L+40) (g) (42)	Same	Same	Same	Same	Same	500 to 600	16,000(43) 17,000(44)	40(r)	no	yes, if over 72 in. wide	equal
★PENNA	1½	33u 70c	96	14½	26,000(45)	36,000	39,000	52,000	65,000	65,000	800(s)(channel) 800(p)(contact)	18,000	36(r) 96(t)	yes	yes, if over 35 ft. long	equal
★R. I..	2	85c	102	12½	28,000(s) 32,000(p)	40,000	40,000	56,000(s) 64,000(p)	68,000(s) 72,000(p)	80,000	800(flange) 500(metal)	22,400	n.s.	n.s.	no	equal
★S. C....	½	35u 35c	90	12½	20,000(46)	20,000(46)	20,000	n.p.	n.p.	n.p.	n.s.	10,000	n.s.	no	yes	(47)
★S. D....	1	28u 38c	96	11½	20,000	20,000	20,000 (48)	20,000	n.p.	n.p.	600(flange)	16,000	n.s.	n.s.	yes, if over 72 in. wide	90 days
■TENN..	1(49)	27u 35c	96	12	18,000	18,000	18,000	18,000	n.p.	n.p.	n.s.	n.s.	n.s.	yes	yes	none (50)
★TEX....	1	35u 45c	96	12½	(51)	(51)	(51)	(51)	n.p.	n.p.	600	n.s.	n.s.	no	yes, if over 70 in. wide	for hire 2 trips; others 5 per mo.
★UTAH..	1½	33u 85c	96	14	19,500(s) 26,000(p)	25,500(s) 34,000(p)	25,500(s) 34,000(p)	39,000(s) 52,000(p)	45,000(s) 60,000(p)	60,000	600(s)(flange) 800(p)(channel)	13,500(s) 18,000(p)	120(f) 40(r)	yes	yes, if over 80 in. wide	none
★VT....	1	50	96	12	20,000(52) 16,000(53)	20,000(52) 16,000(53)	20,000(52) 16,000(53)	20,000(52) 16,000(53)	n.p.	n.p.	600(contact)	n.s.	n.s.	n.s.	yes, if over 80 in. wide	equal up to 2 tons (54)
★VA....	1	33u 45c	96	12½	24,000	35,000	35,000	35,000	n.p.	n.p.	650(contact)	16,000	40(r)	yes	Yes (55)	equal
★WASH.	1	35u 85c	96	n.r.	24,000	34,000	42,500	48,000	n.p.	n.p.	800	12,000 to 18,500	120(f) 144(t) 42(r)	yes	yes	equal
★W. VA..	n.r.	35u 45c	96	12 12½	28,800(s) 36,000(p) (56)	43,200(s) 54,000(p) (56)	43,200(s) 54,000(p) (56)	57,600(s) 72,000(p) (56)	72,000(s) 90,000(p) (56)	100,800(s) 126,000(p) (56)	n.r.	22,000(57) 18,000(58) 16,000(59)	40(r)	yes	yes	none
★WIS....	1½	33u 60c	96	n.r.	24,000(60) 15,000(61)	36,000(60) 22,500(61)	43,000(60) 27,000(61)	48,000(60) 30,000(61)	67,000(60) 42,000(61)	96,000(62) 60,000(62)	800(mfg. rating)	19,000(60) 12,000(61)	n.s.	yes	yes	common carriers none
★WYO...	n.r.	40u 85c	96	12½	30,000	30,000	30,000	30,000	30,000	30,000	700(flange)	18,000	(40)	no	yes, if over 70 in. wide	common carriers none
★D. C....	n.r.	33u 85c	96	12½	28,000(s) 30,800(p)	36,000(s) 39,600(p)	36,000(s) 39,600(p)	56,000(s) 61,600(p)	64,000(s) 70,400(p)	72,000(s) 79,200(p)	800(s) 880(p)	22,400(s) 24,640(p)	44(r) 144(f)	n.s.	no	equal (a)

20—50,000 lb. maximum gross in any combination.
21—For 24,000 lb. and more.
22—If unladen weight over 1500 lb.
23—May be increased 600 lb. for each foot distance between first and last axles provided the 16,000 lb. axle limit be observed.
24—Equal except to foreign corp. doing business in Indiana and to trucks operating on regular schedule or between fixed termini.
25—45 ft. after Jan. 1, 1934.
26—Trailer limit 26 ft.
27—Gross weights limited by schedule of shipping weights.
28—All full trailers, excepting those of 1000 lb. or less carrying capacity and large platform trailers, barred after Jan. 1, 1936.
29—Permissible weights vary according to spacings, seasons and roads
30—18,000 lb. with 8 ft. or more axle spacing; 12,000 if under 8 ft.; solids 80 per cent.
31—Full trailer over 2000 lb. net weight or 6000 lb. gross prohibited.
32—Yes on one axle where axle weight exceeds 7000 lb.
33—In cities of 75,000 pop. or more.
34—On 6 and 4-wheel vehicles respectively and 8 ft. or more spacing.
35—Trucks rated 3 tons or more must obtain permit limited to 5 days per yr.
36—Depends on tire size.
37—Light for every 10 ft. of length required on trailers carrying fuel tanks or automobiles.
38—Brakes on all wheels are required on new trailers acquired after Jan. 1, 1934, and on all trailers after Jan. 1, 1936, provided net load capacity exceeds 1500 lb.
39—106 (p) permitted only on vehicles registered before Jan. 1, 1933.
40—Gross weight limit for vehicle or combination having three or more axles on pneumatics, 30,000 lb. plus 750 lb. for each foot and major fraction thereof from center of front to center of rear axle.
41—Loads in excess of 11 ft., with 12½ the maximum, require permit.
42—Solids in municipalities only.
43—Paved highways.
44—Other highways.
45—Gross weights limited by schedule of chassis weights.
46—Truck over 4 tons mfr.'s rating must have special permit.
47—Not for-hire 4 trips per month; for hire, 1 trip per month; Georgia-licensed common carriers none. No limit on trucks hauling farm products from fields to market.
48—Tractor-semi-trailer comb. 30,000 if reg. prior to Apr. 1, 1933.
49—Maximum trailer gross 1 ton.
50—Except owner who hauls products grown on own ground.
51—Permits 7000 lb. net load; 14,000 lb. under certain conditions.
52—On state-aid roads.
53—In towns and inc. municipalities.
54—If load exceeds 2 tons $20 is charged for each trip which can be applied toward registration fee.
55—If over 84 in. wide or high or extending 4 in. beyond truck.
56—All gross weights limited by bridge capacities and, for the present, are based on agricultural highway limits.
57—Solids and pneumatics on major highways in metropolitan areas.
58—Pneumatics on major agricultural highways; solids 80 per cent.
59—Pneumatics on secondary highways; solids 50 per cent.
60—Class A highways.
61—Class B highways.
62—Six-wheel tractor.

39 States Limit the Hours a Truck Driver May Stay at the Wheel

(CONTINUED FROM PAGE 17)

State	Truck Carriers Covered	Limit on Consecutive Hours on Duty	Limitation Where Hours on Duty are Not Consecutive	Minimum Off Duty Hours	Law (L) or Commission Reg. (R)
IOWA	For-hire	12	12 in the aggregate in any 24 followed by 8 consecutive off	10	L
KAN.	All	12	14 when broken by regular rest period of not less than 2 hr.		R
KY.	Com. & Cont.	12	16 in aggregate in any 24 followed by 10 consecutive off	8	L
LA.	All	No limitation in effect but propose 14 hr. maximum consecutive service			
ME.	For-hire	12	16 in aggregate in any 24 followed by 10 consecutive off	8	L
MD.		No limitation			
MASS.		No limitation on trucks			
MICH.	All	10	10 in any 18—not over 14 in any 24	—	L
MINN.	For-hire	12		—	L
MISS.	All	12	16 aggregate of 24	—	L
MO.	All	10	10 and any part of 20 consecutive hours (At least 4 days off duty each month)	—	R
MONT.	All	10	10 in any 24	8	R
NEB.	All	12	16 in aggregate of 24 followed by 8 consecutive off	8	L
NEV.	For-hire	12	12 may be spread over 15 if runs permit relaxation	8	R
N. H.	All	12	After 12 hr. service 8 rest; after 16, 10 rest. (No rest period less than 3 hr. to break continuity of service)	8	L
N. J.		No limitation			
N. M.	For-hire	10	16 in aggregate of 24	8	L
N. Y.	All	10		8	L
N. C.	Franchised	7	14 in any 24	*	R
N. D.	Auto Transp. Cos.	10		8	R
OHIO	All	14	14 in aggregate in any 24	8	L
OKLA.	All	14		10	R
ORE.	All	10	After 12 hrs. in any 24 at least 10 consecutive off	10	R
PENNA.		No limitation			
R. I.	All	12	16 in aggregate in any 24 followed by 10 consecutive off	8	L
S. C.	All	10	10 in any 24	8	R
S. D.	Cert. or permit	12	12 in aggregate of any 24 followed by 8 consecutive off	12†	L
TENN.		No limitation on trucks			
TEX.	Cert. or permit	14	14 in aggregate of any 24 followed by 8 consecutive off	8	L
UTAH	Com. & Cont. Carriers	8	10 in any 24. Where schedule permits relaxation 10 may be spread over 15	—	R
VT.		No limitation			
VA.	All	13	13 in aggregate in 24	—	L
WASH.	Common	12	12 in aggregate of any 24 followed by 8 consecutive off	8	L
W. VA.		No limitation			
WIS.		Bill passed both houses. Not yet signed by Governor. Has 10-hr. limit			
WYO.	Cert. or permit	10	10 in any 24	8	R

* 9 hr. at end of two 7-hr. periods with 1 hr. rest intervening.

† No period off duty shall be deemed to break the continuity of service unless it be for at least 3 consecutive hours.

Recovery Is Up to All of Us

(CONTINUED FROM PAGE 9)

bill gives us the means to conquer unemployment.

The proposition is simply this:

If all employers will act together to shorten hours and raise wages we can put people back to work. No employer will suffer, because the relative level of competitive cost will advance by the same amount for all. But if any considerable group should lag or shirk, this great opportunity will pass us by and we will go into another desperate winter. This must not happen.

We have sent out to all employers an agreement which is the result of weeks of consultation.

The agreement has already brought a flood of approval from every State, and from so wide a cross-section of the common calling of industry that I know it is fair for all.

It is a plan—deliberate, reasonable and just—intended to put into effect at once the most important of the broad principles which are being established, industry by industry, through codes.

There are, of course, men, a few of them, who might thwart this great common purpose by seeking selfish advantage. There are adequate penalties in the law, but I am now asking the cooperation that comes from opinion and from conscience.

These are the only instruments we shall use in this great summer offensive against unemployment. But we shall use them to the limit to protect the willing from the laggard and to make the plan succeed.

You can look on every employer who adopts the plan as one who is doing his part, and those employers deserve well of everyone who works for a living. It will be clear to you, as it is to me, that while the shirking employer may undersell his competitor, the saving he thus makes is made at the expense of his country's welfare.

The essence of the plan is a universal limitation of hours of work per week for any individual by common consent, and a universal payment of wages above a minimum, also by common consent.

I cannot guarantee the success of this nation-wide plan, but the people of this country can guarantee its success.

That is why I am asking the employers of the nation to sign this common covenant with me—to sign it in the name of patriotism and humanity.

That is why I am asking the workers to go along with us in a spirit of understanding and of helpfulness.

Wise Words from a Sales Manager's Notebook

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Noted Nuggets for Salesmen to Hoard

- **Selling trucks will never be a cinch. Competition will always be keen.**
- **Outstanding sales ability is the only thing today for which the demand greatly exceeds the supply.**
- **No salesman has a right to place his own price on the product he sells.**
- **Only the men who are not getting orders seem to be the authorities on what's wrong with business.**
- **There is no formula for selling, but there are factors which salesmen must adhere to or pay the penalty of lost business.**

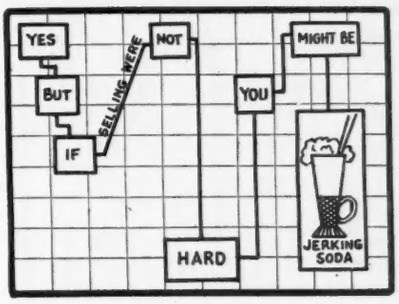
A FEW years ago the man who could make good things in large quantities cheaply was considered the most valuable. Today the most valuable man is the man who can sell things *profitably*.

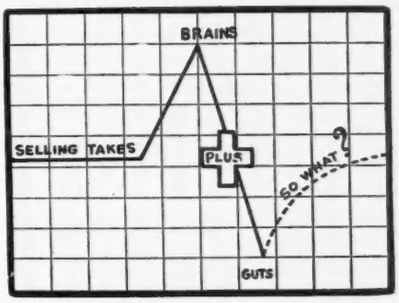
There are very few things in this life more important than transportation and therefore for those who like selling, the possibilities are still unlimited in the truck business, particularly in the immediate future. A wonderful future lies directly ahead of the truck salesman. The largest order has not been placed yet, and replacement requirements are coming around in the regular cycle of depreciation by the thousands every year. Every one who has something to deliver is a prospect. Every truck sold today helps to sell another truck tomorrow.

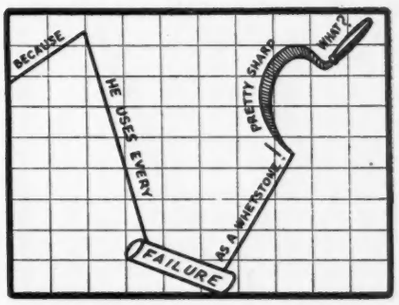
There are very few truck salesmen today who could not double their commissions if they only determined to do it. The salesman earns just about what he makes up his mind to earn. If he wants money, comforts or power strong enough he will exert the necessary effort, and experience has proved that the relation between effort and results is astounding. There is no other field of endeavor that brings more or quicker compensation. But to be successful there is a certain course to pursue. Not that there is any formula for selling, but there are factors that we must adhere to or pay the penalty of lost business.

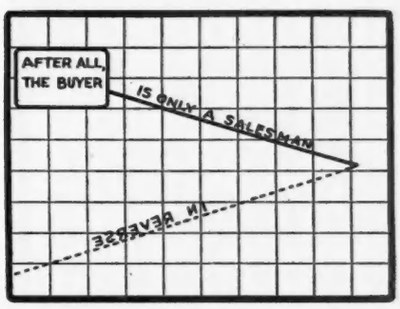
Constant study and self-improvement is highly important to make a real success in sales work, just as important as for the successful doctor to keep constantly posted on new methods of treatment or technique in surgery, the lawyer to keep his reference library up to date. It is essential to constantly keep informed upon every phase of truck transportation. Not only that, but to read general, business and current topics sufficiently to discuss them intelligently. The average salesman, I am sorry to say, does not consider self-improvement as seriously as he should, yet nothing stimulates courage and self-confidence as a real knowledge of his business. And nothing increases vocabulary or improves conversational ability more than reading.

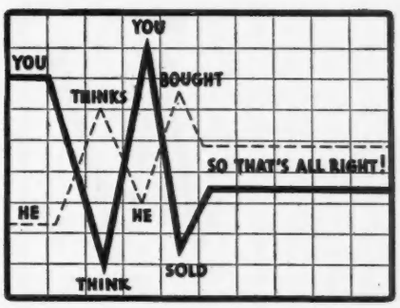
There never was a truer statement than "knowledge is power"—and particularly in selling. No salesman can pass up the opportunity to improve his knowledge, ability and productivity, and no sales manager can expect the most sales from his poorest informed salesman. Even the seasoned veteran with a real sales record cannot afford for one minute to feel that he has "arrived," that there is nothing more to learn. If he does, he is on the journey backwards. The salesman of lesser intelligence and personality who keeps fighting and studying consistently is more valuable than the one-time star who works spasmodically or looks for easy prospects.











Selling Graphs by George P. Metzger, Courtesy Advertising & Selling

CANDIDLY this sales resistance we hear so much about is not entirely a question of the buyer's attitude, or price or specifications. I believe sales resistance can be classified as outward and inward; outward, that resistance

offered by the buyer and competition, and inward, the mental attitude of the salesman.

I have, and you have, known salesmen who, when they were feeling at top form, could sell more trucks accidently than the average man could purposely, but when they were not feeling right they couldn't sell whiskey to an Indian! In plain words, salesmen work just about as they feel. If a salesman feels he is not being treated fairly, sore at his boss or permits the loss of an order to completely upset him, he cannot expect to be in the proper frame of mind to whip his competitor. Most salesmen are temperamental and I presume they must be to a certain extent, but the fellow permitting temperament to get too far out of control will soon develop a *sour* mental attitude that destroys enthusiasm which is so necessary to successful selling.

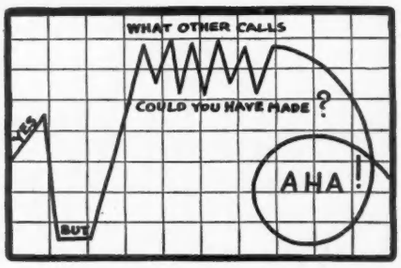
There is nothing more contagious than enthusiasm. The salesman who is genuinely enthusiastic over his product and his work wins the buyer's confidence, and in the final analysis selling is a matter of getting the buyer to think and believe as you really do. When he does, he is sold.

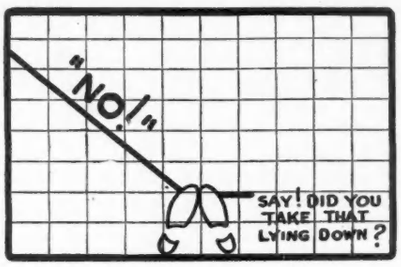
We must remember that we who have undertaken the work of selling have signed an iron-bound agreement with ourselves to fight for every order with courage and enthusiasm. Regardless of high pressure sales direction, or intimidating practices or consistent rebuffs we must maintain our courage, hold on to our sense of humor, and keep the old smile.

A salesman should never put too much dependence in the work he will do tomorrow. Today is the contest of thought and action, now is the time, and if he won't try hard to sell today he cannot expect to do much better tomorrow. Hard work is a good deal a matter of habit and when we once develop a faster pace it soon becomes real difficult to slow up. The man who has the capacity to work unceasingly need never worry about his future in sales work I have seen many a truck salesman, who has been quite successful for five or six years, fall into a slump and immediately excuse himself by grumbling about the product he was selling or about the management and its policies. He saw the cause of his slump everywhere but within himself.

Now if a salesman blames the product he sells, the management or business conditions, he cannot take full credit when his sales record improves. He should look for the truth within himself; honest self analysis is a very valuable practice. Men in sales work should constantly ask themselves what they can do to improve their sales.

The most valuable factor in a sales-

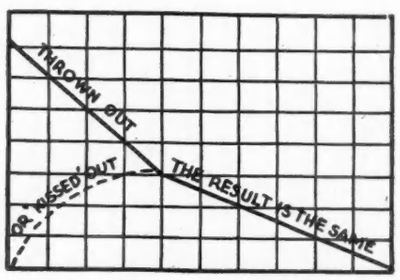


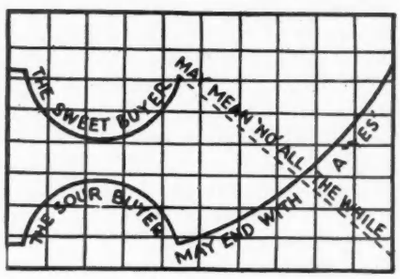


man's life is time, and time is a very easy thing to become careless with. Few salesmen put in more than two and a half hours per day as an average actually talking to a prospective buyer in the truck business. Some of this time lost of course is beyond the salesman's control. When a salesman commences to treat the "law of averages" seriously he is on the road to success and it is at that point the number of interviews per day increases, the quality of the call improves and consequently the results are greater.

The only time that counts, yes, the only time that is worth a tinker's damn, is that time actually spent face to face with the buyer.

Making a careful study of the reason you lost a sale is highly important, in fact, just as important as knowing why you made one. And if you are not fairly certain of the real reason, ask the buyer frankly; put the question to him on a personal basis. If you have reason to believe he is truthful credit





it 25 per cent as the reason, and charge the other 75 per cent up as poor salesmanship. Partial reasons for losing truck sales are about as follows: price, terms, reciprocity, mechanical, past misunderstanding, and non-solicitation. Hence the salesman who fortifies himself against the possibility of losing for any of the above reasons is displaying real salesmanship, and he is incidentally clearing out his alibi.

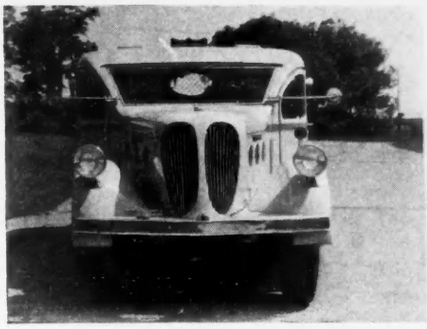
Keep constantly in mind it's the salesman's job to sell. Only the men who are not getting orders seem to be the authorities on what's wrong with business. The men who are producing don't seem to have the time to discuss the matter. Salesmen seem to know so little about their own activities because they do not as a rule analyze their own efforts and results. The average salesman would without question increase earnings considerably without the slightest direction if he would keep mental, or better, written "histories" of his work, and particularly of the more potential accounts.

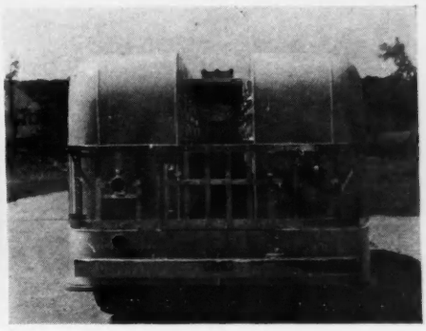
PRICE is no doubt the outstanding major reason for lost sales, yet the same price prevails when sales are made. If price is the reason for a lost sale, then what is the real reason for an actual sale? People generally buy what they want, the price may be a little more than they feel they can afford or more than they want to pay but if they really want it strong enough they buy, and the unusually convenient terms offered often encourage their decision.

Prices are seldom too high if the real value is there, and it is the salesman's job naturally to prove this value. This should not be difficult for there is nothing made to sell today that offers more value for the dollar than a good motor truck. We who sell must keep constantly before us the two stages of the buyer's mind, namely, "What truck will I buy?" and "How cheap can I buy it?" We frequently don't know how close we are to an order, even at the very time the prospective buyer objects to your price most strongly. The first stage of the buyer's mind may be definitely decided but the second stage, "How cheap can I buy it?" is still uncertain. Then is the time to justify your price. The real salesman won't weaken at that point and give away his company's profit just to get an order. When he does, he weakens himself and it becomes more difficult, instead of easier, the very next time to face the same situation.

No one has a right to place his own price on the product he sells! It is not unnatural for a truck salesman to ar-

(TURN TO PAGE 32, PLEASE)





Here you have a front view, a side view and a rear view of the special ice cream delivery job which General Motors Truck Co. designed for use at the Chicago Century of Progress Exposition. The unusual design, notably in the arrangement of a double-row of mechanically refrigerated compartments, is an example of progress-plus in truck body design. Body hardware by Hansen.

THE EAR-TO-THE-GROUND DEPARTMENT

Coming Up—An 8 and 12

Look for Lycoming to announce new 8- and 12-cylinder engines soon. The eight is practically ready for the market, we understand, while the twelve is still in the thorough test stage.

Diesels for Replacement

Cummins Engine Co. advises us that it is *now* ready to supply diesel engines for use as replacements. Replacement engines will be furnished truck manufacturers and dealers equipped to make installations. Engines will also be released to selected fleet operators of trucks and buses used in inter-city service only. The company wishes it made known that it has nothing to offer, at present, for "anything smaller than perhaps a 2-ton job." Engines of 448 and 677-cu. in. displacement are available.

Hist! A Gay Lothario

A passenger car manufacturer with a splendid reputation is seriously flirting with the idea of producing commercial cars and light trucks. This is the first time this manufacturer has looked into truck possibilities. The investigation is still in what you might call a raw state.

A Deal on the Griddle

Then there's the reputable truck manufacturer who is angling for another truck company to give him a complete range of prices and tonnages. Recently, we understand, there have been a number of favorable developments in the negotiations between the company of the first part, and the company of the second part. We hesitate to predict a deal. The company of the first part failed in a previous attempt to acquire still another company. The offer, we hear, was turned down not only flatly but rather cold.

A Centrifugal Clutch

Harry Vail, designer of a centrifugal clutch now on the market, revealed to us that he has evolved a new model. While running, the clutch may be adjusted for speed at which it starts to pick up load, thus compensating for difference in engine idling speed. The new centrifugal action, he says, will provide pressure enough to handle truck engines. He deserted his Virginia chicken ranch long enough to show friends in Philadelphia and New York what the clutch could do.

A Diesel Approaches

The Waukesha truck Diesel announcement is awaiting certain refinement developments on the road, President H. L. Hornung writes. He assures us that readers of COMMERCIAL CAR JOURNAL will be among the first to get the announcement.

Not a Drop in a Decade

A Buffalo factory branch recently staged a 10,000-mile run with a 1½-ton truck carrying a two-ton load. It was operated day and night over a hilly route at an average speed of better than 40 m.p.h. without a drop of water being added at any time. Credit for this remarkable cooling system result goes to the Illsley Co. which has a "closed radiation device" that is fitted to the radiator overflow outlet. Another test was made with a bus that required fillings every half hour. So far this bus has operated two months without requiring a drink. If you are interested we'll tip you off to the prices (very reasonable) and put you in direct touch with President Illsley (what could be more direct?)

Now It's Black and Boo-hoo

Readers who wrote in declaring they were anxious to get their mitts on the volume of motor vehicle laws (in the black and blue binding) which the National Highway Users Conference was planning to publish will be sorry to learn that the publication date, if any, is a long way off. Meanwhile the legal staff is proceeding with the sweaty job of digesting all of the laws that have been passed by the so-called United States of America. However, if you are interested in the volume, don't let this notice prevent you from telling us. Enough interest may induce the NHUC (we dare you to pronounce that in one syllable!) to make the investment.

Keep It Under the Hat

An expert guesser of our acquaintance says he shouldn't be surprised if a prominent truck company comes out in September with an engine-under-the-seat job. He bases his guess on the bid submitted by the said company in an important fleet deal.

That (Snap!) for Surprises

The above guess is interesting but frankly we wouldn't be surprised if half a dozen truck manufacturers came out with under-the-seat models. Such action would be entirely in keeping with legislative restrictions imposed upon the truck industry. (For conclusive proof study the tabulation on pages 18 and 19.) And we definitely expect quite a number of manufacturers to come out with models in which the engine extends out over the front axle. Some design of this sort is absolutely necessary in order to take full advantage of axle-load restrictions.

An Actual Tractor-Truck

The new Allis-Chalmers four-speed farm tractor did 35.4 miles an hour on a one-mile dirt track in a five-mile test run supervised by the A.A.A. A new era of greater usefulness is foreseen for the tractor by the company, which believes that it can be extended to highway transportation and other useful work where speed is an asset.

Watch for a Ford Finesse

Ford's loss of position in the truck field is causing some concern. Look for something to stimulate Ford truck business.

Quoth the Rumor Bureau:

"The Ford Rumor Bureau hereby forestalls a pointed inquiry from the manager of the department of prostrate ears by admitting that the 'lighter and lower-priced' job is not in production, and is not likely to be for some time. The bureau will, however, now take a bow for predicting that the new car, 'when, as and if,' will be a V-8. A recent Ford ad signed by the C.O. himself takes sides with the V-8 type of engine in no uncertain terms."

Add Rumor Bureau Quote:

"What about the new Ford car? Ask President Roosevelt and General Johnson. The N.R.A. code activity makes price decisions uncertain for the time being in all lines. Ford will launch no new model during this time of uncertainty. The Rumor Bureau will remain on duty meanwhile."—G.T.H.

Tricks With the Welding Torch That Save Money on Trucks

By Billie Burgan
Fleet Superintendent

THE author who has charge of the fleet of Hage's Ice Cream Co., San Diego, California, has devoted much time to developing time and money saving possibilities of the welding torch.

In this and succeeding articles he explains how the torch is used for other purposes in addition to welding, such as loosening parts, bending and cutting and forming rods and bar stock for braces and similar parts. The second article will appear in an early issue.

I'M telling you the acetylene torch ranks first in our shop. I want to tell you something about torch operation, how to plan jobs, and some mighty profitable places to use the torch.

Follow through with me please, and I'll say you too can cut, weld, heat, bend, and fit iron to a lot of places that will assist toward that all desired goal of profitable, satisfactory operation.

The torch has many different uses which are not identified as welding. A lot of truck troubles can be out-generaled with these uses, which I choose to call torch tricks. It is these tricks that make the torch a versatile instrument whose true merit is not generally realized.

A torch is lighted and a short piece of ½ in. x 1½ in. soft steel is being welded to another piece of the same material. The reason is this, we need four pieces, 5 ft. 2 in. long each, for steps, and material is 20 ft. long. It takes one hour or more to obtain more material from the metal supply house, but the 8 in. stub can be welded on in 10 minutes. We have the stub. Consider now, at least 45 minutes saved and the job proceeds. The need was material and the torch was the shortest possible cut.

In the time taken to tell about it the weld is completed, with no oxidization on it but a good smooth black iron fusion, indicating strength through the weld. Pressures at the regulators during this weld were 8 lb. on oxygen, 8 lb. on acetylene and a No. 8 tip in the blow-pipe.

One yester-year welder says, "Impossible to get any place in a weld so heavy without 15 lb. pressure." The why? In improved torch, operating on lower pressure, thus permitting better amalgamation in the flow puddle, is the answer.

Speaking of pressure, successful torch operation hinges on it, and though you might set a good operating flame with no thought of regulator, it stands you in hand to shoot trouble when pressure goes awry.

Suppose that in the middle of the weld mentioned, our torch tone quieted slightly and a few seconds later popped out. Then we re-lit it and proceeded to the finish just as it popped out again. The answer to those failures is faulty pressure of oxygen or acetylene or both.

The way I trace pressure is to shut off both tanks and exhaust the lines by opening and closing torch valves with regulators in the last operating position. Then I open acetylene tank valve, meanwhile watching the gages. If the supply gage hand precedes the tank gage hand, the screen is clogged at the tank—disconnect and clean it. If the tank gage hand precedes the supply gage hand to the operating position, all is okay up to the regulator. Now I open the torch valve and if the gage hand fluctuates more than 5 lb. and fails to steady itself I know the regulator is faulty. A spring, a diaphragm, or a center seat may correct it. If regulator indicates a steady pressure flow, the restriction is in the line or at the torch. In this case disconnect line at the torch, open regulator and observe the flow. If open and free the trouble is in the torch—clean it—if not, the line is clogged or faulty, possibly a leak. Trace oxygen in like manner beginning at the tank.

With supply and pressure established adhere to the known required pressures for the torch for the strongest welds possible by any tip.

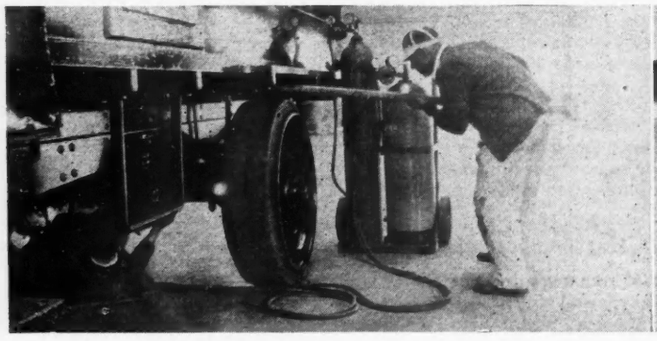


Fig. 1—A rear spring stud is loosened by heat from torch

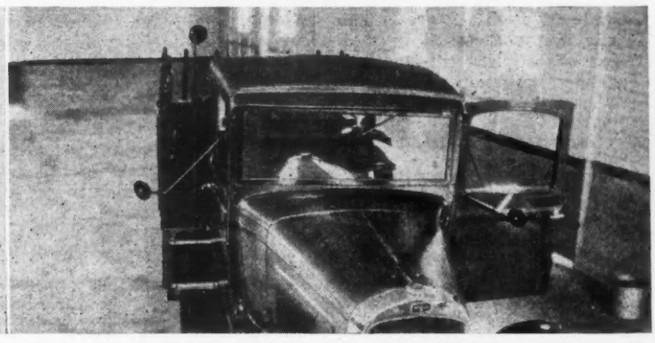


Fig. 2—Rear view mirror brackets were made by the welder

To set the flame for action, start with acetylene, and open until flame will just adhere to the pipe tip, then open the oxygen enough to neutralize the central tongue. A little more acetylene may be added, elongating the central tongue an inch or so, then enough more oxygen to neutralize it.

For filling holes and welds not subject to stress, the latter setting is faster and will serve nicely where strength is not the chief demand. It is also faster for a quick heat on a stretch bend. For frame welding and similar jobs rely on the first setting for the most satisfactory results.

The cutting flame setting is similar to the welding flame, except a neutral condition of pressure must be retained while operating the cutting lever. It is good practice to trigger the cutting lever and observe the flame condition before starting a cut.

Let us roll to another job and learn more about fire by using it. A tired hand and a hammer and punch have failed to dislodge a spring bolt and pin. The torch-mind reasons that the metal surrounding the tie bolt will expand under heat and release it. The flame is applied, the tie bolt responds to a few light hammer blows, and the spring pin follows it easily. Five minutes of the Mobile Fire Fly relaxed that congestion.

The job shown in Fig. 1 contacted our ability in the evening with a left rear spring trying to part company with the truck. Broken washers on the top spring plate released the leaves allowing them to work. The clamp studs were rusted fast in the housing presenting a problem.

After removing the nuts a jack was raised under one stud at a time, causing the truck's weight to rest on it while the top was twisted. A penetrating oil was sprayed generously to aid the loosening. By this method three studs came out. The fourth, between spring and brake drum in the forward side of the axle housing, refused.

A kerosene soaked rag was wedged in around it for the night. Next day, after numerous attempts failed to dislodge it we trained the torch on the housing with a No. 10 tip pushed up to the pressure limits. After about 15 minutes of this treatment, with a man pulling back and forth as shown in the picture, that stud was brought out with a squeal. It was still rust dry for at least 2 in. None of the liquids had entered around that stud. This is convincing proof that if they don't move get the torch after them and those spring clamp studs must come out. This job was on a Mack AB.

We believe in good safety measures and not the least of these is to carry two rear view mirrors on all route trucks.

The photograph (Fig. 2) below shows the rear view mirror on both doors, which for driver vision excels all the mountings tried thus far. It is out of the way when the door is open, and of neat appearance.

The main support is ¼ x 1 in. soft steel; the brace is of 5/16 in. rod, and the mirror arm is a ½ in. rod welded to a slug of ½ in. flat. The mirror rod passes through a hole in the main support and is clamped when the nut is tightened at the foot of the brace. Ends of the brace are threaded, heated and bent and then washers are brazed to it, making flanges. Upper end of brace passes through the door. A hole in the arm rod provides the fastening ground for the mirror stud. Main support is fastened to the door with one flat head stove bolt and two wood screws.

The driver of the truck in Fig. 3 told us one of the headlights vibrated badly, impairing his vision. He suggested adjustment.

Examination revealed small cracks in the cross support, near the fender. We removed the headlamp, welded the cracks and then added some lengthwise ribs of metal to stiffen the bar. We put tin around the bar to protect the paint during welding.

The change was like magic. The driver reported a good steady light. It cost us less than a dollar to fix the lights with the Fire Fly.

No trick in the lot of ideas is worth more than the one shown in Fig. 4. Torch cuttings will ruin a good floor, cut shoes off your feet, start a fire and burn you, too. All of this can be prevented by making cuts over a bucket of water.

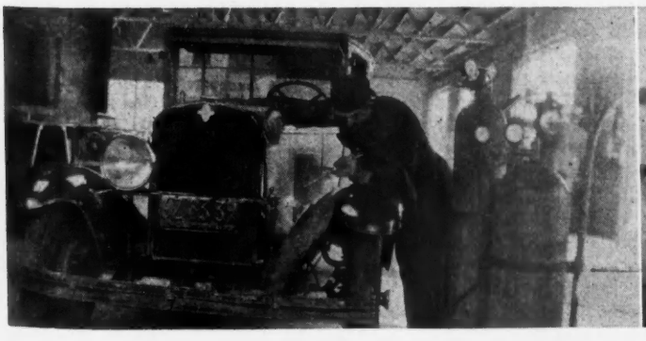


Fig. 3—Shaking lamps were quieted by stiffening support

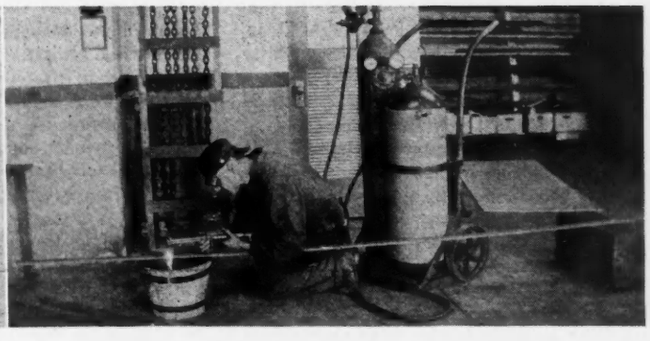


Fig. 4—Do cutting over pail of water—spare the floor

AFTER HOURS

Editorial Comments by George T. Hook, Editor

The Code Low-Down

IF the National Industrial Recovery Administration is disappointed in operators of motor trucks for not having submitted their blue eagle code long before this, it has only itself to blame. The responsibility must be attributed to a change of opinion on the part of the administration.

This change of opinion, it is our personal belief, was not unfortunate in itself but it certainly led to some very unfortunate developments.

It was the administration's original opinion that a code would be required to cover only for-hire operators. Consequently when representatives of truck associations assembled in Chicago back in July they agreed that the American Highway Freight Association, an existing body composed of a small group of for-hire haulers, should be the nucleus of a national organization representative of all for-hire operators and, as such, to be the responsible association for the framing of a for-hire truck code.

The agreement was, admittedly, a compromise, and the truckmen scattered to their homes, believing that at least they had started the ball rolling in the right direction. But they had no sooner tucked their napkins once more behind their collars than a merry tempest broke loose.

A Hope Expressed

DEPUTY ADMINISTRATOR MUIR on July 24 expressed the hope that any code submitted to the N.R.A. should cover all types of highway freight transportation—common and contract carriers and "the much larger numerical volume of privately owned trucks." This hope was based on the fear that if a common code were not adopted the N.R.A. saw "possibilities of a situation arising where part of the highway freight transportation industry would be governed under a code which because of competitive conditions might be absolutely destructive to them."

There was nothing basically unsound about this reasoning and in fact it showed a commendable concern for the for-hire operators. If Mr. Muir's letter had said nothing more it is likely that the nationalized American Highway Freight Association could have handled successfully the mechanics of getting together a group representative of all types of carriers and proceed to fulfill Mr. Muir's hopes.

Unhappily the letter contained this comment: "We are not, of course, in a position to dictate who shall submit codes and wish to avoid any inference to that effect, but we are very hopeful that the state truck associations, which I am given to understand represent all types of users of motor trucks, will, in the near future, appoint some member from each state who will truly represent the entire motor truck field and who collectively will formulate a general motor truck code."

And What Happened

THE American Highway Freight officials, apparently unable to avoid the inference that here was an attempt to discredit the association's standing, were whipped into a fury. They called a board meeting in Washington for July 26. And from then on strategy went slightly haywire.

We shall not undertake to recite the details of developments which, heaped one on top of the other, simply smothered Mr. Muir's hopes for early submission of a truck code. But it should be said, briefly, that the guiding forces of the American Highway Freight Association became involved in dealings with the Brotherhood of Railroad Trainmen and in an attempt to discredit Deputy Administrator Muir with the President of the United States.

Mr. Cotterill, general counsel of the American Highway Freight, publicly denied any bargaining with the railroad brotherhood and declared the association had played no part in the Roosevelt incident, but the railroad brush had done its tarring and the association became the victim of intense suspicion.

Suspicion was already deeply rooted and widespread when Mr. Muir expressed his fateful hope. Immediately that his hope became known efforts were begun to realize it through the formation of an organization that would be truly representative of all types of haulers. Here again the American Highway Freight officials made the mistake of openly opposing the formation of such an organization. Their chief weapon in this attempt was the oft-repeated statement that truck manufacturers were back of the plans for the new organization and that their purpose was to foist their own ideas of a code on operators.

Unselfish Motives

WE shall not pretend to be ignorant of the fact that manufacturers did support the movement for a federation embracing all types of motor transport. But we shall pretend to know that their motives were not selfish. Their purpose was to serve the best interests of all forms of truck use. If it had been otherwise they would have encouraged the for-hire operators to codify themselves into a shackled existence that would make it profitable for their shipper customers to own and operate their own trucks. Thus an immense market would have been opened to the manufacturers. Because it remains a fact, emphasized by Col. Sherrill, of Kroger Grocery, at Washington, that if the common carrier is so regulated and restricted that it becomes cheaper to deal with the contract carrier, the business will go to the contract carrier. And if the common carrier and the contract carrier are so restricted and regulated that it becomes cheaper for the shipper to own his own trucks, the shipper will proceed to establish private transport facilities.

Consequently, in fostering a national transport federation representative of all types of truck owners the truck manufacturers do not deserve the accusations leveled at them.

We Must Federate

IT is our personal opinion that a transport federation such as proposed is not only advisable but imperative. The pity is that it was not an accomplished fact at least five years ago. It is necessary not only to deal with the present emergency but to afford the operators of motor trucks a voice that will speak impressively on all present and future occasions involving their interests.

There is a need and place for such a federation just as there is doubtless a place for a national organization that will be truly representative of the for-hire operators, such as the present American Highway Freight Association. The for-hire operators should speak with a united voice on all matters affecting their interests. And we can see no reason why the American Highway Freight Association, while jealously guarding the interests of its own members, should not belong to the transport federation and actively participate in those many matters affecting every truck operator regardless of type.

There is no basis for anyone's presuming that the effort to organize a national federation should resolve into a knock-down-and-drag-out fight between the American Highway Freight Association and the groups sponsoring the federation. Fundamentally there is no basis for a dispute. It is not intended that the federation should replace the American Highway Freight Association, and the latter, being strictly a for-hire organization, cannot justify any attempt to obstruct the formation of a body that would be all-inclusive.

Nothing must stand in the way of uniting as quickly as possible all truck associations into a national organization. This body must be truly representative of all trucking interests. It must be born without a blemish on its name if it is to make a successful bid for public confidence and support.

It must be born now—or never. And by never we mean that if there are not now enough common grounds for its formation, there never will be.—G. T. H.

How About a Vehicle Registration Code Based on Tire Capacities?

By Pierre Schon
Transportation Engineer
General Motors Truck Co.

Who criticizes the different systems now in use and argues the value of using the standardized load capacity ratings of tire makers

In the legislative sessions held this year in 43 States, there has been very little evidence of attempts to achieve closer uniformity in the methods of registrations of commercial motor vehicles. The need for greater uniformity becomes more apparent each year as new rulings and legislative enactments tend to place additional complications on the procurement of motor vehicle licenses. At the present time there are no less than four major systems in effect for the registration of motor vehicles.

- *Payload Capacity Rating*

It will be noted that the states using payload capacity as a basis for registrations are in preponderance. During the early years when most commercial vehicles were equipped with solid tires, trucks as a rule were built with a far greater carrying capacity than the manufacturer's payload rating. There was a mutual understanding between the manufacturer and the operator that a truck rated at 2 tons was capable of carrying 4 tons, or a 100 per cent overload. These slow-moving vehicles were built heavy and rugged to withstand the shock and vibration caused by the solid tires. Heavy chassis weight was considered a very advantageous feature.

However, important changes have been made in truck design during the past few years, especially since the advent of the pneumatic tire and the more recent adaptation of the soft, low-pressure balloon tire.

While it was common practice to overload solid tires without materially increasing the tire expense, operators have learned that it does not pay to overload a balloon tire beyond the tire manufacturer's load-carrying capacity rating.

Chassis vibration has been considerably reduced by the use of low-pressure balloon tires and this has enabled truck manufacturers to build lighter chassis with more pounds of payload capacity per pound of dead chassis weight.

Great improvements have also been made in the metallurgical arts with higher grade steels and other materials permitting considerable reduction in the chassis weight without impairing the carrying ability of the vehicle. Developments in the use of aluminum frames are progressing, still further reducing the chassis weight.

Payload capacity ratings cannot be definitely established because there is a tremendous difference in the weight of bodies. For instance, a 3-ton truck may be equipped with a light stake body weighing only 1200 lbs., while another operator will place a heavy moving van body weighing 4500 lb. on this same type unit, making a difference of 3300 lb. in the actual available payload capacity.

Then again in some states, it is de-

Registration and Taxation of Commercial Vehicles

Existing Methods	No. of States
1. Payload capacity rating	30
2. Net chassis weight—with or without cab but exclusive of body	7
3. Net vehicle weight—including cab and body	5
4. Gross vehicle weight—including cab, body and payload	13

sirable to register vehicles with the maximum payload capacity, while in other states the owners demand the lowest payload rating in order to effect a saving on the license tax. This has made it necessary for manufacturers to adopt a RANGE of payload capacity. For instance, many of the lighter trucks are listed now as having a 1½ to 2-ton capacity, while the next sizes are registered as having a payload capacity ranging from 2 to 3 tons, or from 3½ to 5 tons.

Several years ago the truck manufacturers attempted to change from the payload rating to the so-called straight rating, or maximum gross weight of the chassis including body and payload. In the *Commercial Car Journal* there is evidence that most of the manufacturers have adopted the gross weight rating and as a rule the manufacturer's gross weight rating does not exceed the total load capacity of the tire equipment. The entire truck manufacturing industry would prefer to use the gross weight rating only; yet, due to many of the states still licensing vehicles by payload capacity, the manufacturers are compelled to retain a payload capacity rating.

• *Net Chassis Weight*

We have seven states where commercial vehicles are registered by net chassis weight. In some the manufacturer's net shipping weight is taken as a basis, while in others the chassis may be modified and licensed according to the weight of the chassis prior to mounting the body.

Then again, in other states, the cab may be added to the chassis weight.

• *Net Vehicle Weight*

In this group we have five states and experience in Michigan proves that this is not the correct method of registering commercial vehicles. The Michigan law requires that a weight ticket be submitted with the license application. The license tax is computed according to the weight of the vehicle as reported on the scale ticket. Considerable evasion of this law has been practiced in this state by false and fictitious weight tickets.

To make the situation even more complicated, we find that in a number of states, private operators and commercial carriers must register their vehicles by different systems. For instance, in Florida, the "for hire" truck is registered by gross weight, while the private operator can register his truck by net chassis weight.

• *Gross Vehicle Weight*

Eleven of our states have adopted the method of registering vehicles by gross weight which means the weight of the chassis, cab, body equipment and payload. In most cases the gross weight on which the license is paid is the gross weight rating established by the manufacturer. There is no question that this method of registration is by far the most practical and also much more simple in its application and enforcement. However, there are possibilities of evasion and misrepresentation under this method.

• *Standard Uniform Code*

In view of the inconsistencies as outlined above, this would seem to be a most opportune time to give consideration to establishing a standard uniform code for licensing motor vehicles. A close study of this problem inevitably points to using the gross weight of a vehicle as the basis for registration and collection of the license tax. This method is also suitable for passenger cars, both the private automobile and motor bus.

The question arises, however, how to establish a practical, workable basis for such a code on a fair and equitable basis and in a simple form in order to avoid unnecessary complications and burdensome and expensive checking on the part of registration bureaus and the enforcement officers.

I do not believe that the manufacturer's gross rating should be used as a basis for the simple reason that it is customary practice now with all manufacturers to establish different gross weight ratings on the same chassis, depending on operating conditions, tire equipment and additions of special equipment, such as attachment axles, etc.

However, there is one simple way of definitely determining the gross weight capacity of any vehicle, namely, the tire manufacturer's load capacity rating. These ratings have been fairly well standardized by the tire manufacturers. Truck manufacturers' gross weight ratings of chassis are controlled to a large extent by the load capacity of the tire equipment.

For example (see below), let us take

Optional Tire Equipment For Medium-Duty Truck Chassis

Single Tires Front		Dual Tires Rear
Balloon Tire Size	Load Capacity Per Tire	Load Capacity Six Tires
7.50/20	2100	12600
7.50/24	2400	14400
8.25/20	2550	15300
8.25/22	2800	16800
8.25/24	2950	17700
9.00/20	3250	19500

a medium-sized truck with an approximate chassis shipping weight of 5000 lb., equipped with single tire front and dual rear tires. All truck manufacturers give the buyer a choice of optional tire equipment and on this type of vehicle, the optional tire equipment ranges from 7.50/20 heavy service balloon to 9.00/20. The difference in the load capacity for the six different tire sizes optional for this vehicle varies from 12,600 lb. to 19,500 lb. The maximum gross weight rating established by the manufacturer on this chassis, however, may be only 16,000 lb.

In other words, this chassis may be used with a gross of 12,000 to 14,000 lb. for extremely severe operating conditions in mountain territories, while on level concrete pavements under ideal operating conditions the same chassis with auxiliary rear helper springs may be safely loaded up to 19,500 lb. gross according to the maximum tire equipment recommended by the manufacturer. It is obvious, therefore, that it is impossible for the manufacturer to definitely establish a maximum gross weight rating on a chassis, except as based on the load capacity of the tire equipment.

It seems reasonable to assume that the most simple procedure for determining the maximum gross weight of a vehicle, is to use the total tire load

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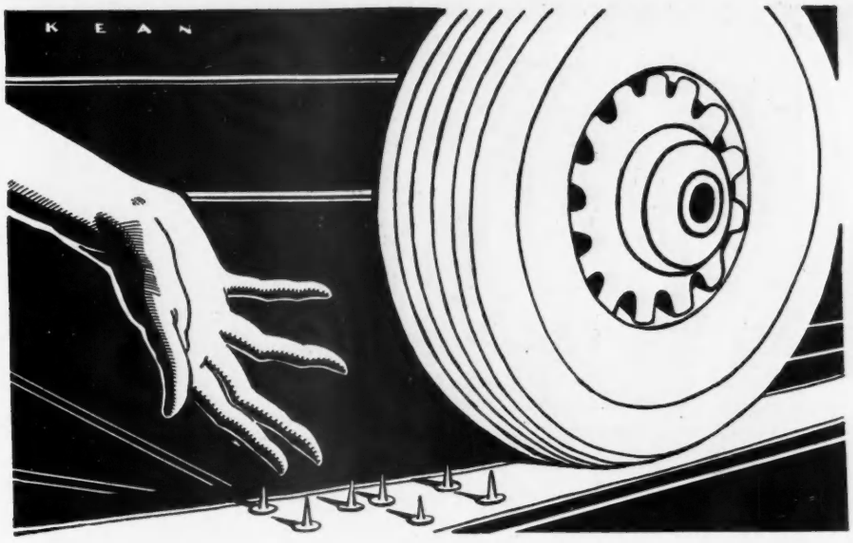
Suggested Vehicle Gross Weight and Tire Load Capacity Certificate

This is to certify that I have inspected on (Date and Year) a (Trade name of vehicle; Type of vehicle; Style of body; Manufacturer's serial number) and found that this vehicle equipped with (Number) tires, the type, size and load capacity of which are listed by the tire manufacturer as described hereafter: (Tabulation showing Tire Location, Number of tires, Tire make, Tire type and Tire manufacturer's rating, load capacity in pounds per tire and total for front wheels and rear wheels; and Total tire load capacity of all tires in pounds.) Signature, Tire company, Address, City, State. I herewith certify that I am the owner of the vehicle described above and that this vehicle is equipped with tires as described by Mr. (Name of Inspector) in this certificate. (Owner's name, Occupation, Address, City, State.)



Take These Tips from an Expert and Deflate Fleet Tire Costs

By J. W. SHIELDS
Field Engineer
FIRESTONE TIRE & RUBBER CO.

TIRES must receive a good deal of real attention if they are to deliver all of the miles that are built into them. The time and labor spent in examining, inflating, changing and repairing is repaid many times by the extra miles delivered by the tires. For best results it is essential that one man in a fleet organization be held responsible for all service of tires. Too many operators leave this work to the drivers or mechanics or whoever may at the time be available. Such hit and miss service can only result in increased tire cost and unnecessary road delays.

The number of trucks which one man can properly service will, of course, vary according to the tire equipment and the mileage run. Under average conditions one man can handle complete tire service including all repairs on about 20 to 25 trucks. If repairs are not included, one man can handle the other work on about 40 to 50 trucks.

The tire service man should be responsible for the following work:

1. Checking air pressure and inflating tires,
2. Mounting and demounting tires,
3. Seeing that trucks are equipped with proper spares,
4. Daily inspection of all tires in service,
5. Removal of tires that are worn out or in need of repair,
6. Changing position of tires to secure better mileage,
7. Checking wheel alignment,
8. Reporting to superintendent on abused tires,
9. Reporting changes, failures and repairs to office.

Inflating tires is listed as the first duty of the service man because it is the most important and also the part of the work which is most liable to be slighted. The pressure in every tire in service should be checked every day and a record should be kept of the pressure found in each tire. The use of such a record will enable the service man to readily locate tires that are losing pressure. When the pressure in a tire is found to be low on two successive tests, it should be taken as a warning signal and the tire removed and the leak corrected. It is preferable in most operations to make the daily inspection of tires at night when this work will not interfere with regular operations.

Valve caps are an insignificant item and, therefore, often overlooked. Yet valve caps are a very essential and extremely important part of the equipment. It is just as important to keep

(TURN TO PAGE 38, PLEASE)

Inside Dope on Duals

● On ordinary crowned roads match the duals so that the outside tire is about ¼-in. larger in diameter than the inside.

● New tires should be applied on the outside and worn tires on the inside. There's a very good reason, as the article will tell you.

● During hot weather on highly crowned roads use 5 per cent less than recommended pressure on the inside dual.

● When duals are of the same overall diameter inflate the outside tire 5 to 10 per cent more than recommended pressure depending upon the amount of crown in the road.

By
J. W. Cottrell

Technical Editor Commercial Car Journal

Ring Design Has Met Challenge of Modern Operating Problems

•

Separate types of rings hold compression and control oil in old or new engines despite increased speed, load and oil thrown off of bearings.

THE name of the first mechanic who grabbed an "egg-beater" drill and bored holes in the lower inner edge of a ring groove in a desperate attempt to cure oil-pumping is not recorded in the bright history of things automotive. He deserves acclaim as the forerunner of a host of able gentlemen who have conquered the problems of piston ring design as they arose from time to time. It should be "all the time" in the opinion of one engineer.

None of the credit due maintenance men and designing engineers is taken away by recalling that much of the advance in piston ring design was attained by searching out the problems involved. No one, these days, gives a thought to the fact that piston rings are divided into compression rings and oil control rings. But not so many years ago rings were rings each of which was expected to perform all the functions now bestowed upon plain and special rings of many types.

Another classification now taken as a matter of course denotes a better understanding of conditions. This is the distinction between the needs of a new engine and those of a worn engine. Rings cannot cure troubles which result from cylinders and pistons worn so badly that a hack saw blade can be pushed down by the piston. But rings have been designed to meet the needs of engines which are no longer perfect but are not worn out. These rings are fashioned to hold compression and control oil in cylinders with a moderate amount of taper and out-of-roundness.

Just a few years ago, oil pumping was the major reason for keen interest in piston rings. And the oil pumping

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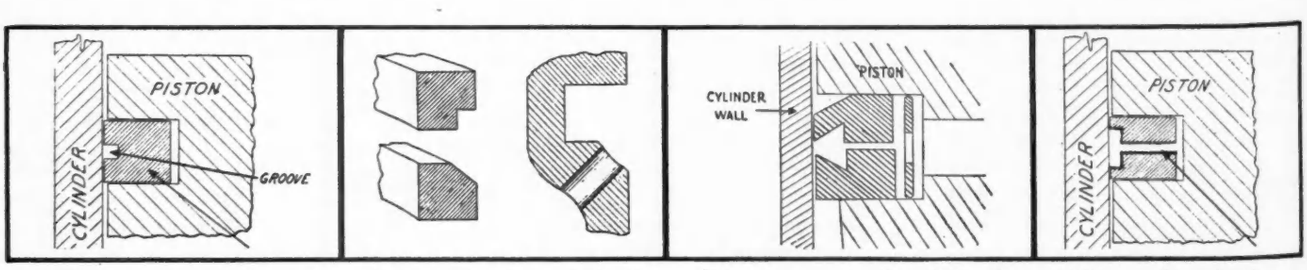
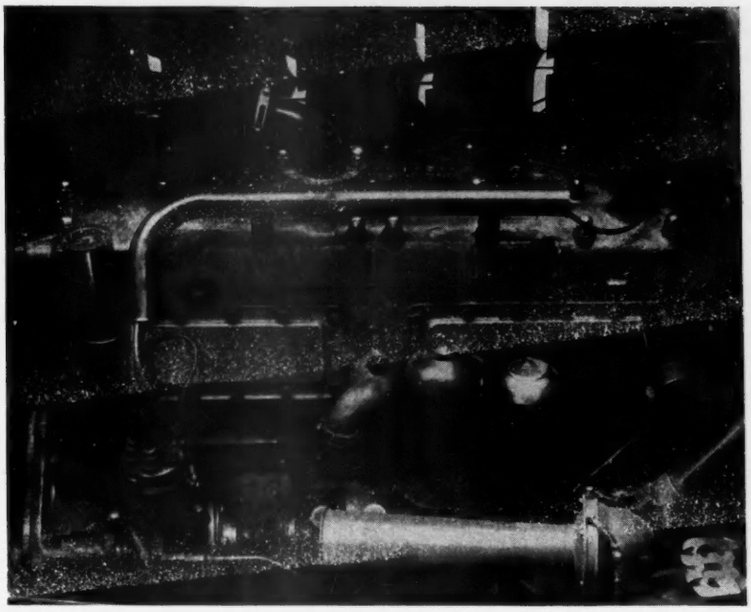


Cutting a groove in face of ring increases unit pressure

Grooves, bevels and drain holes to curb oil pumping

Oil pressure expands width and diameter of hydraulic rings

Oil goes through slots or holes to groove



An Analysis of the Opinions Held by Truck Factory Engineers

Air Cleaners Must be Efficient to Really Protect the Engines

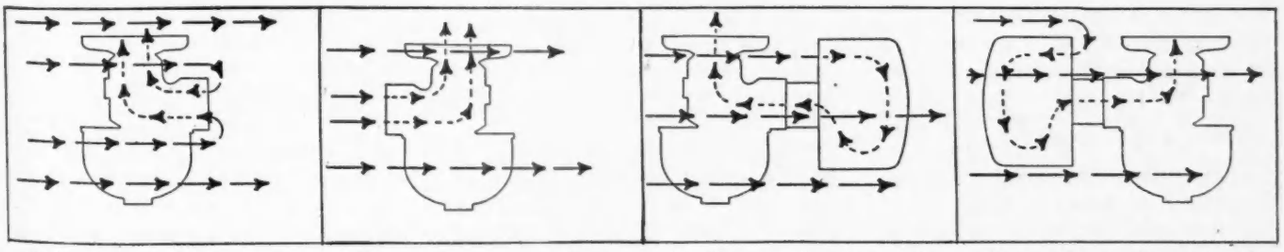
•

Optional heavy duty type is favored for installation on dump trucks and others which are operating under very dusty conditions.

ONE Senor Villa boosted the cause of air cleaners in a big way back in the days just before the United States entered the World War. He had, of course, no intention of influencing the automotive industry in any way but when his antics brought about General Pershing's expedition into Mexico he set a lot of truck men to serious thinking. The expedition depended to a large degree upon motor transport and it had not penetrated far into Mexican territory before it became evident that the life of the motor vehicles depended upon finding protection against dust-laden air. Strange tales filtered back of convoys of trucks enveloped in clouds of dust—of their own raising—like fog, of engines worn out in a few days, of choking drivers and of frantic efforts to devise air cleaners out of nothing at all.

Fleet operators have learned in less spectacular fashion in times of peace that trucks unprotected against the ravages of dust do not long survive. Engines in trucks hauling bulk cement may be ruined in short order, quarry service lengthens the life of no engines taking in raw air and dump trucks suffer severely from the effects of dust. On one road job new cylinder blocks and pistons lasted but 3000 miles during the period before air cleaners were installed. On another dump truck operation engines were worn beyond reboring in less than 500 miles.

Even engines equipped with air cleaners are not immune from excessive wear under certain conditions. Idling may be especially harmful. Some cleaners are not effective when handling the small quantity of air required for idling, on some engines the idling air



Carburetor air intake facing to rear inhales less dirt

This position may take in three times as much dirt

Air blast carries dirt right into air cleaner inlet

Placing cleaner dome toward front reduces dust intake

enters through a separate hole which is not connected to the cleaner and in many instances there are small leaks of air in pipes or tubing between the cleaner and carburetor, or in the carburetor body itself as around a worn throttle shaft. To meet these conditions many owners direct drivers to stop engines while trucks are being loaded or unloaded.

Engines operating under exceptionally bad conditions are, paradoxically, relatively safe. The conditions themselves warn operators to beware, the need for protection is obvious. Not so with the thousands and thousands of trucks which operate under more nearly normal conditions. Working without air cleaners, they wear out faster than the normal rate but the difference is not great enough to alarm the owner.

"If engines developed hay fever, like humans, to show that they are suffering from dust they would warn us of danger," explained one operator. "But the engine goes right on taking it and it is not until later that we find worn intake valve stem guides and piston rings that convince us that something is wrong."

Factory sentiment, as revealed in a recent survey, is overwhelmingly — in fact unanimously, in favor of protecting engines from the evil effects of dust. Air cleaners are standard equipment on all but one of 23 makes of trucks included in the compilation which comprised all price classes. Four engine manufacturers also strongly favored air cleaners.

Trucks operated under "particularly severe and dusty conditions" should be adequately protected against damage according to the opinion of each of the manufacturers responding to the survey. The one make of truck not regularly equipped with an air cleaner is supplied with a heavy duty type cleaner at extra cost for dusty conditions. Several makes of trucks are regularly supplied with a heavy duty type cleaner and therefore no change is made on trucks going into dusty service. Other factories supply one type of air cleaner for ordinary service and another type for severe conditions.

Sentiment among truck and engine factory engineers in favor of efficient air cleaning goes so far as to condemn makeshift cleaners. One engineer boldly states "Frankly, I do not feel that these types of cleaners ('tomato cans') do a great deal of actual good." Another adds "We do not believe that the old plain cans are of much good at all."

The oil bath type of cleaner is preferred by a substantial majority of the engineers who commented on the subject of cleaners. One engine maker insists on an oil bath type cleaner for engines used in dump trucks, and the other engine builders recommend the same type for severe conditions, except one which speaks in favor of a washed hair type.

The vote for an oil bath type cleaner for dusty conditions is almost unanimous among the truck engineers. Only three of those responding fail to recommend the oil bath air cleaner for severe service and one of these supplies this type of cleaner on all models for all types of service.

The position of the air intake under the hood may lessen or increase the amount of dust taken into the engine intake system according to A. H. Hoffman Agricultural Experiment Station, University of California who tested many different types of air cleaners. A mere reversal of flow of air helps to take out solid particles. As shown in the drawings, less dirt will be inhaled by a carburetor with the opening to the rear of the vehicle than by a carburetor with opening facing the fan blast. Likewise with cleaners as shown it is better for the head of the cleaner to extend into the air blast than for the openings to be exposed to the stream. In one test 3½ times as much dirt was taken in by the inlet facing the radiator as by an inlet facing in the opposite direction.

The value of air cleaning is demonstrated in the reports submitted by the University. "Numerous road tests made by various operators of stage lines and fleets of motor vehicle have shown that, if dust is kept out, the wear of engine parts will be reduced to about three-fourths in some machines and in others sometimes even to as little as one-eighth of what it would be for equivalent use without protection against dust."

No further proof is needed of factory interest in air cleaners and from the same source comes evidence of greater interest on the part of fleet owners. A few years ago many operators did not take air cleaners too seriously and they paid little attention to maintaining them. But now the situation is changed. One factory engineer says "We find that as a general rule the fleet owner is fully cognizant of the value of an air filter and emphasizes to his operating staff the necessity for careful maintenance." Another tells of improvement saying "We find that operators are becoming better educated with regard to the necessity for care of cleaners every day."

Proof seems conclusive that if any truck engine suffers from "hay fever" or comes to an untimely end from inhaling abrasive material that its plight is unnecessary and contrary to good fleet practice.

Wise Words From a Sales Manager's Notebook

(CONTINUED FROM PAGE 22)

rive at the point many times in his career where he questions the price of his own product, and begins to doubt its value in proportion to its price. He is told many times a day his price is too high. Multiply this by weeks and months and if he is not careful he will be sold on the idea. This tendency however, creeps into form only when sales are slow. The best cure for this condition is a realization of the fact that hundreds of other men in his own organization are selling the same truck at the same prices. Price objection in the large percentage of cases does not mean that the buyer thinks your price too high for the value received, but it is only natural that most buyers should like to buy your products for less than you ask and they, of course, make every effort to do so.

THERE is a strong tendency with many experienced salesmen to change their procedure and sales talk, sometimes getting away from fundamentals. Now don't misunderstand me, it is important and necessary to keep abreast of the times, to acquire new ideas and to be well posted on the trend of things. But why discard good plausible and practical conversation which has many times hit the mark simply because it becomes monotonous for you to say the same things over and over again. If good common sense statements work well, why not keep using them?

I have heard some salesmen with fairly good records leave a sales meeting where the manager almost exhausted himself trying to get over certain sound practical points to his men, saying, "Well, the same old stuff." Not that they did not respect their manager but they were a little disappointed in not hearing some entirely new arguments. In their anxiety to learn something new, a magic wand type of sales chatter, they overlooked the important fact that in human nature there is very little that's really new, and that love, hate, pride, fear, jealousy, greed and impatience are all "old stuff" yet we must treat with one or the other almost constantly.

In sales technique it is not a matter of how old, but rather how *good*.

Nearly every salesman today faces the almost daily problem of keeping himself sold on his job, and these uncertain thoughts are usually aggravated by some unpleasant incident, a disagreement with his boss, the loss of business strongly expected, or an accumulation of petty annoyances. Sales-

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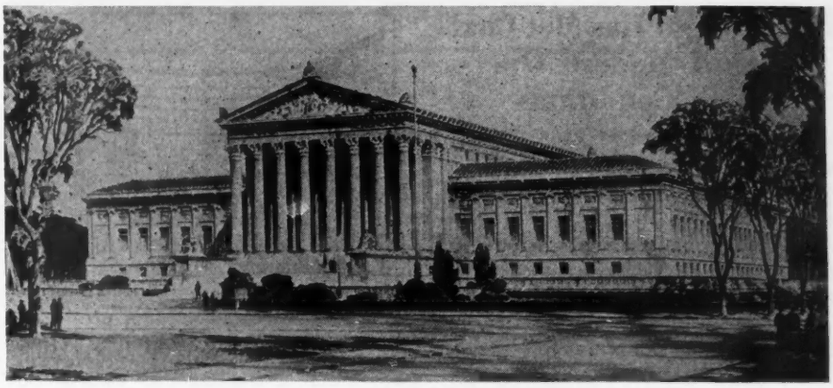


Architect's drawing of U. S. Supreme Court Building, Washington, D. C.

Court Decisions in Truck Cases

FREE TO READERS

Commercial Car Journal will be glad to procure expert legal advice for any reader who is faced with a legal problem involving a motor truck. There is no charge for this service. Inquiries made in confidence will be so honored. Just address your letters to The Editor.

Bond Requirement Upheld

Finn et al. v. Railroad Commission of California, District Court.

THE requirement of the Motor Transportation Agent Act compelling the agent to furnish a bond as a condition to the granting of the license is "not an unreasonable burden" nor violative of the Fourteenth Amendment. Such a provision to meet the known conditions prevailing upon the highways of the state is a valid exercise of the police power.

Restricted Haulage—Contract

Merchants Mutual Assn., Inc., v. Matthews, Florida Supreme Court.

A CORPORATION organized for the express purpose of hauling by its motor trucks the goods of its stockholders only and under its charter at cost without profit held to successfully eliminate itself from the classification of common carriers, but, by the charter's term and by reason of its contracts with its stockholders, it comes within the provisions of the statute regulating "Private Contract Carriers."

Faster Time Not New Service

Central Truck Lines, Inc., et al., v. Railroad Commission et al., Supreme Court of Florida.

UPON the filing of an application by a motor carrier for a change in time schedule, it was contended that the changes would, if granted, permit the giving of a new service different from that authorized in the certificate under which it had been authorized. The court held that this was not the granting of a new service, but rather the granting of the right to furnish a better service and was valid exercise of the Commission's power.

Georgia Cities Can't Tax

City of Savannah v. Georgia Highway Express, Inc., and V. C. Ellington Co. v. City of Macon, Georgia Supreme Court.

GEORGIA cities may not levy any tax upon motor carriers in addition to the license and mileage taxes paid the state.

Legal Length Limit Broken

Park Transportation Co. v. State Highway Commission, Missouri Supreme Court.

A CONTRACT hauler engaged in hauling road material over irregular routes and now and then transporting from supply houses overlength loads of road material for use in construction of the state's highways claimed a right to so engage in transportation without Commission permit. The Commission denied this claim and would issue the permit from only the nearest railroad point to the place of the highway construction, it was alleged. The court sustained the Commission, citing Stephenson v. Binford relative to conservation. The hauler was held not to come within the statutory exception of vehicles temporarily transporting road making machinery, road material, etc.

"Motor Driven Car" Is Truck

Conyard v. Life & Casualty Insurance Co. of Tenn., N. Carolina Supreme Court.

IT has been held that the term "motor driven car" is broad enough to include a Chevrolet 1½-ton truck within the meaning of an insurance policy in suit. When an insurance policy is reasonably susceptible of two interpretations, the rule of construction is that the one more favorable to the assured will be adopted.

How R.R. May Use Trucks

Lake Motor Freight Line, Inc., v. Public Utilities Commission, Ohio Supreme Court.

IN an earlier case it was held that the New York Central, if it were to operate trucks over the highway, would become a motor transportation company subject to the requirements of convenience and necessity. It was denied a certificate of convenience and necessity on the ground that the facilities were already adequate, the court holding that the railroad was in no different position than any other applicant. In this action the order of the Commission granting a certificate to a motor carrier extending his route so that he could haul the goods of the railroad as it had originally planned to do itself was upheld.

Revocation of Certificate

Midwestern Motor Transit, Inc., v. Public Utilities Commission, Ohio Supreme Court.

IN sustaining the Public Utilities Commission's revocation of a certificate of convenience and necessity, the court held that the violation of law and orders of the Commission and failure to comply with provisions relating to carrying of public liability insurance were sufficent to justify the revocation. The Commission may revoke intrastate certificates for violations regardless of effect on interstate business of the carrier.

"Carrying Capacity" Defined

Campbell et al. v. Cornish, Oklahoma Supreme Court.

THE Tax Commission was held to be without authority to provide for any different classification of motor trucks for registration purposes other than those set forth by the legislature. The court held that the term "pounds carrying capacity" means the manufacturer's rated capacity and not the Tax Commission's requirement of a "declared capacity" nor "actual capacity." It was further held that the Tax Commission requirement that where a trailer was used it should be computed with the truck as combined carrying capacity for the entire unit as the basis for registration was unauthorized as the law did not provide for a combined carrying capacity of different units and the Tax Commission had no power to invoke such a requirement.

[TURN TO PAGE 56, PLEASE]

Ring Design Has Met Challenge of Modern Operating Conditions

(CONTINUED FROM PAGE 30)

of those days was no small increase in oil consumption, but leaking of enough oil to foul plugs.

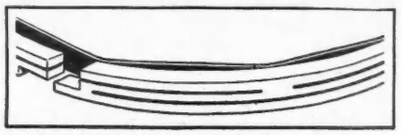
The plug manufacturers sprang to the rescue with plugs designed to be happy in an oil bath, plumbing shops were raided of fittings which raised the ends of the plugs out of the oil zone, the patent office received stacks of applications for means of controlling oil. Maintenance men took orders to cure oil pumping with misgivings; owners made mean remarks about the ability of mechanics and shop superintendents who could not permanently cure misses in engines.

The whole mess could not be blamed upon excessive revs because engines which turned in what would now be considered leisurely fashion fouled plugs with glee—seemingly with malice.

Whereupon engine revolutions started to increase, per minute and per year. The first, because designers stepped up revolutions per minute by way of getting more performance per cubic inch of piston displacement and per pound of engine weight. The second because operators increased average road speeds, chasing trucks over the road hour after hour at 30 and 40 and even more m.p.h.

Present day rings embody features evolved during trying times. Engineers who grappled with the problem do not hesitate to admit that there was a lot of "trial and error" in their work. But it was not aimless try-anything-once development. All concerned sought the causes of the troubles and then the remedy. Hence, came the idea of controlling compression with one or two, or three rings, and controlling oil with one or two other rings and the idea of designing rings for worn engines.

Looking back over the development of piston rings during these few years one principle stands out in the host of designs. That is increasing the unit pressure of the ring face on the cylinder wall, or the oil film. With a given total tension of the ring the pressure for any unit of the ring face, as a square inch, is determined by the total area of the ring which bears against the cylinder wall. Cutting a groove in the face of the ring does not increase the total tension, but it does practically double the unit pressure. The early scraper rings, therefore, were effective largely because they possessed higher unit pressures which reduced the amount of oil which passed them. Cutting a bevel on the top or bottom of the ring also increased the unit pressure. Both grooves and bevels were advocated as means of



Staggered slots permit this ring to vary in width to fit the groove

controlling oil because they provided space in which the oil could be collected no matter what happened to it thereafter, but in any event carving the ring face increased the unit pressure.

A logical step in controlling oil was to admit that too much might gain admission to the clearance between the piston and cylinder wall, and to drain the surplus back into the crankcase by way of the inside of the piston.

Piston ring designers displayed much ingenuity in working out this problem. The unhonored egg-beater drill hero opened a path for the oil which worked its way behind a ring to escape into the inside of the piston. Chamfers just below rings were tried without drains, but it was but natural that drain holes should be bored in these chamfers. Drilling holes and cutting slots right through the rings themselves, with or without drain holes in the rings grooves were adopted for the same purpose.

Inner rings or expanders supplemented the higher unit pressure idea by raising the total tension or by preventing it from dropping as much as otherwise would have decreased. Some of the old timers tell tales of corset steels being used to boost ring tension. (Ask your mother or grandmother what a corset steel was.) Many inner rings now are used to prevent collapse of rings at high speed, rather than to boost ring tension.

To overcome taper and out-of-round conditions rings were made more flexible so they could conform to cylinder contour and they were supplemented by inner rings for tension. To overcome wear in the piston grooves rings which expanded in width were developed.

The practical limit on unit pressure is cylinder wall and ring wear and adequate lubrication. Too high unit pressure imposed a penalty in wear and loss of power.

Forcing the oil, which the ring is controlling, to control the ring, in turn, is the basis of the hydraulic principle of design. Oil passing through slots or holes in the ring tends to force the ring outward if the groove is not drained or only slightly drained. This force increases as piston speed increases which is as the designer would have it. The same principle is applied in the sectional hydraulic ring which is made in two pieces, one on top of the other. Oil entering between the top and bottom section tends to make the ring wider, thus filling the groove.

Wise Words from a Sales Manager's Notebook

(CONTINUED FROM PAGE 32)

men who are confronted with the task of deciding just whom they should work for or what other company offers the most opportunities should remember that they themselves make the opportunities regardless for whom they work. A definite "goal" ahead and a determination to accomplish a set purpose for their present employer plus consistent hard work will eradicate these uncertainties of thought.

SELLING trucks will never become a cinch. Human nature will always be about the same, and selling resistance will ever be before us. Competition will always be keen. Price in most cases will be used as the excuse for losing an order. The prejudices, reciprocity, questionable management, personal likes and dislikes, differences of opinion and all the other hurdles we have had to jump in the past will be with us in future sales work. Successful salesmen of the future will learn as successful salesmen of the present have that all problems must be met with courage, fortitude, faith and confidence in ourselves, that they must meet obstacles and resistance resourcefully, constantly studying ways and means of best overcoming them. Conditions you are not responsible for and that you have not the power to change, accept as facts but don't permit them to restrict your effort. You are constantly going up against strong resistance and frequently with very little assistance; but keep up your courage, "good pilots are made in stormy waters." Every sales obstacle you overcome will make you that much stronger for the next one. I am firmly of the belief that any man in sales work who does not blame himself to a great extent for losing an order is far from being a real salesman.

This business of selling is just as important, just as honest and dignified as the business of buying, and salesmen who know the truck business command respect, and if they speak clearly and see a lot of people the law of averages will take care of the commissions.

The road ahead is broad and wide open, and opportunities and earning power are limited only by effort exerted.

Real outstanding sales ability is the only thing I know of today where the demand greatly exceeds the supply.

With the vast potential buying power in this country ready to buy in enormous quantities, the salesmen of tomorrow will find an abundant reward, which will be in direct proportion to the selling ability he has developed in recent months.

Toledo pump for Ford A and AA

$ALVAGE—*from a Shop Man's Mail*

Being the impressions and reactions of an experienced shop man to new products offered by manufacturers. The editor will gladly put readers in touch with the makers mentioned.

Alemite fitting has tight grip

• Something which strikes me about announcements of the flock of new products is the way manufacturers play up the practical features—saving time or avoiding trouble or doing a better job and so on. And most of them explain how it's done. For illustration—

Reinforced Gasket

• Fitzgerald Mfg. Co. presents a new cylinder head gasket for extra heavy duty which is reinforced with metal, something like concrete. Top and bottom are copper, as usual, but there are two sheets of asbestos instead of one. A metal insert, called "Metal Kore" which is placed between the asbestos sheets has barbs which hook the sheets together to stay. The "M" type gaskets are made for passenger cars, too.

Grinders Quartette

• Four different kinds of grinders crave business. Black & Decker offer a rig for grinding Stellite and hard alloy valve seats. The driver spindle vibrates a few thousandths of an inch at each turn. The B & D self-centering pilot steers the stone. The outfit, including driver, stone truer, stone sleeves and three sample stones lists at $75.00.

Hall presents a concentric (meaning not eccentric) grinder with a micrometer stop limit which stops grinding at depth set. Wheels and pilots are interchangeable with Hall eccentric outfits. The new outfit, called Model C, is priced $65.00 without pilots or stones.

Honors for winding up go to a new Madison-Kipp Corp. grinder which weighs only 7 oz. and revolutes at 40,000 per minute. The number is right. It drives a little wheel for light grinding.

Sunnen Products Co. has added a motor driven grinder for hydraulic brake cylinders ranging from 1 to 2.125 in. in diameter. It can be converted for handling piston pin holes, spindle bolt bushings, etc. This company is giving a $4.50 set of burnishing brushes with each engine cylinder grinder.

Horse Shoe Tamer

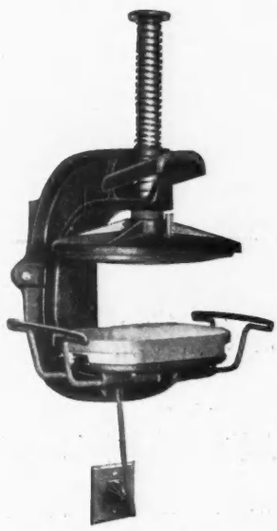
• Sunnen pliers for valve locks of Ford V-8s and other horse shoe locks have exceptionally long handles and spring tension.

For Engine Mechanics

• A new catalog by Ray Day Piston Corp. lists cars and engines alphabetically and includes number of cylinders, diameter of piston pin and number of rings of each. Piston specifications and list prices are not omitted. A copy of the catalog will be mailed upon request. Not included in the catalog are the racing pistons which came home with first, second and third places in the annual Indianapolis race.

A Wind Cheater

• Streamlining, predicted by C. C. J. editors, features a new semi-trailer by Fruehauf. The front is round, the roof is rounded and the rear is a rounded flare. Doors are flush on the side and of double type. Low height of floor is due to a drop frame. The spare tire is carried within the sloping rear. The job has 800 cu. ft. capacity.



Dill tube vulcanizer uses electric heat and pneumatic pressure

An Ancient Art

• Back to the days of the Egyptians, say 4000 years, dates the idea for a resinous binder for brake lining developed by World Bestos Corp., makers of Grafild linings. This binder prevents the lining from becoming hard or glazed or scoring.

The Fume Catcher

• Ear-to-the-Ground fans who wondered who makes the fume catcher mentioned in the July issue have their answer in a pamphlet from Motor Fume Utilizer Corp. Address 169 Leonard St., New York.

Bull Dog Grip

• More than one big number this month. Forty thousand is a lot of revs., 10,000 lb. is a lot of pressure. It's what the new Alemite hydraulic lubricating system is designed to handle. A new fitting has a ball end which engages with a new type connection which has three jaws actuated by a plunger. When pressure is applied to the grease it forces the jaws around the ball end and the higher the pressure the tighter the grasp. The operator need apply no pressure to the connection even at high pressure.

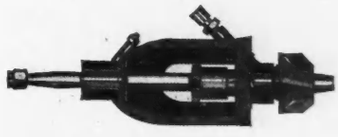
The company expects fleet owners to change fittings to the new style and it has an adapter for existing equipment.

Bends Them Cold

• A. E. Feragan, designer of the "Weegee" board for checking front end alignment, has a new product, a front axle straightener. The straightening is done cold and the machine will handle any axle or housing which will give in to 50 tons pressure. Steering knuckles and backing plates are kept in position during the operation. The maker is Bendix-Feragen Division of Bendix Aviation Corp.

Hinge Pin Extractor

• Hammers, punches and skinned knuckles are not the proper tools for driving out door hinge pins, says Kent-Moore. It manufactures a press which breaks the pin loose and then forces it out of the hinge. A heavy screw operated by a ratchet wrench puts on the pressure.



Anti-Rust Pump Shaft

• Wholert Corp. pumps for Fords and Chevrolets embody carburized hardened shafts which are made with an integral chrome shell. Body and impeller are made of chrome-nickel alloy.

Mr. Collins Props His Replacement Plan and Answers Some Contentions

(Continued from page 12)

Some maintenance curves show a rapid rise during the very early life of the truck and then flatten out or increase very slowly. This is probably the result of the same psychology which motivates the school boy. He polishes, oils, and adjusts his bicycle three times a day when it is brand new. After he has had it six months, he throws it down wherever he gets off and leaves it out in the rain.

R. W. Knowles has presented an interesting situation in his Chart B (page 19, July *Commercial Car Journal*). This is for a truck which has cost $4,000 new and for which the maintenance component has been constant at four cents per mile for more than 100,000 miles. Mr. Knowles believes that the economic life for the truck would be at least 250,000 miles. He has not shown the gasoline, oil and tire components. With a horizontal maintenance component, these other three might not be constant, they might increase sufficiently to make the economic life much shorter than 250,000 miles. But assuming that they are constant and that the life is 250,000 miles, the total cost for maintenance at four cents per mile is $10,000, which in itself is very interesting.

• *The Upkeep Question*

Here is an anomalous situation. Out of $14,000 spent on the truck, only $4,000 or 29 per cent would be spent with people whose business it is to make trucks, and $10,000 or 71 per cent would be spent in repair shops. It must be true that a truck maker can provide much more transportation value per dollar than a repair shop can. Then why is a greater bulk of the money not spent with the truck maker?

If such situations, as Mr. Knowles cites, are common, the truck makers have before them a golden opportunity for themselves and for their customers if they will recognize it. The truck makers and their customers would both benefit if their trucks were designed so that maintenance became only a minor part of the total cost for equipment.

The question has been asked whether or not it is necessary to the solution for the economic point as given in the previous article, for the straight line maintenance component to be a straight line beyond the point of intersection. It is not necessary that it be a straight line. So long as it falls along or above the line shown on Chart A, the solution for the economic point still holds. The component on Chart A beyond the point of intersection is merely a reflection of the initial investment component about a horizontal line through the point of intersection. Such a maintenance component would cause the cumulative total cost per mile to be a constant beyond the economic point. It has already been shown that one is better off to dispose of a truck under such conditions.

If a truck is run quickly to the end of its economic life, obsolescence probably has little or no effect upon the general solution for the economic point. However, obsolescence may become important when the economic life covers a long period of time or when there are very rapid advances in truck construction or design. The term "obsolescence" may mean many things. As applied to the determination of the economic point in this study, however, it is taken to mean only one thing. That is the phenomenon of new equipment being able to do the same job as the old equipment, but at a lower cost per unit of output. From this definition it must be clear that obsolescence influences the solution only if the cumulative total cost per mile at the economic point for the new truck is expected to be lower than the combined instantaneous costs per mile for gasoline, oil, tires and maintenance of the old truck at the time when the replacement is contemplated.

As an example, consider the truck represented in Chart 2. Suppose that when this truck had reached 40,000 miles, the question had been raised as to whether or not it would be cheaper to replace it by a new truck even though the economic point had not been reached. To warrant the replacement, it would be necessary for the new truck to have a cumulative total cost per mile at its economic point equal to or less than the combined instantaneous costs per mile for gasoline, oil, tires and maintenance for the old truck at its 40,000 mile mark. From the chart these are found to be 2.2 cents per mile for gasoline and oil and 1.2 cents per mile for tires. Since the maintenance component is not a horizontal line, the instantaneous cost per mile for maintenance cannot be read directly from the chart; it can be calculated from the data shown, nevertheless. It is found to be 5.6 cents per mile. The sum of these is 9.0 cents per mile. Therefore, to warrant replacing the old truck at 40,000 miles the new truck would have to have an assured cumulative total cost per mile at its economic point less than 9.0 cents. This is the general solution for the economic point when obsolescence is an important factor.

Incidentally, it may be interesting to point out that the combined instantaneous costs for gasoline, oil, tires and maintenance at the economic point have the same value as the cumulative total cost per mile at the economic point, as would be expected. In this case, 10.8 cents per mile.

• *Squeezing Out Lemons*

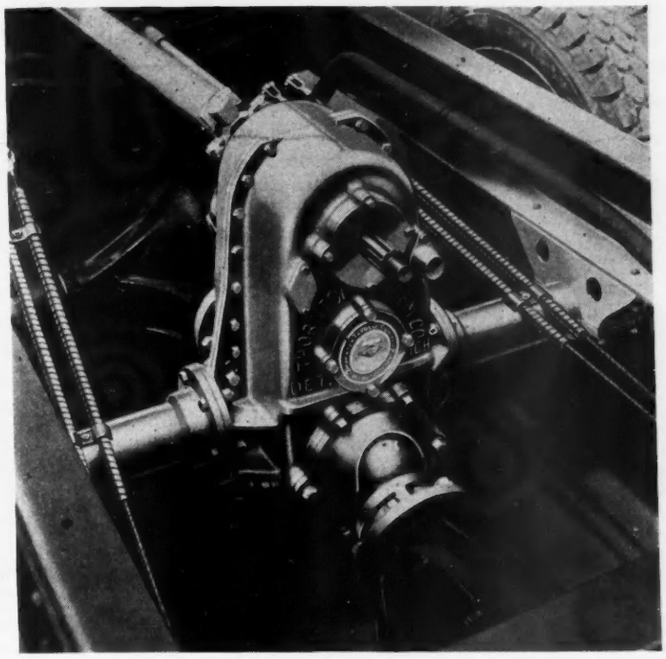
If the new truck does the old job more quickly or saves driver expense, etc., these are also factors speeding the replacement of the old vehicle, but in any case they must be considered as the individual situation arises. It might be mentioned in passing, however, that the method just described may also be used to calculate the point at which to replace a truck which has turned out to be a "lemon" as compared to the other trucks in its group or to replace trucks of one manufacturer by those of another which promise to be more economical.

Although the investment component has been thought of as a depreciation curve, it is not that. It is merely a graphic way of showing what would have been the average cost per mile for investment had the truck been discarded at 40,000 miles, 50,000 miles, 60,000 miles, etc. This curve would not become zero until the mileage had become infinite. Depreciation curves represent various methods used by accountants to write off equipment.

The accountant knows that equipment must eventually be disposed of. Depreciation curves merely represent his way of determining the residual value of the equipment when he sets up the assets for the financial statement. The accountant's depreciation curves should not influence the determination of the economic point. Rather, depreciation curves should reflect the economic operation of the equipment.

Look for These Features in the September Number

- **Report of the S.A.E. Annual Transportation Meeting which will be held in Chicago, Aug. 28, 29, 30.**
- **Articles on crankcase lubrication by a fleet operator and an oil chemist.**
- **A review and discussion of what truck manufacturers are doing and can do to provide more load-carrying capacity and more load space within present-day legislative limits.**



The transfer case which is carried on cross tubes provides ratios of 1.176 and 2.023 through helical gears

Thornton Has Two-Ratio Four-Wheel Drive Axle Unit

•

Standard axles are used in assembly which includes a third differential

THORNTON TANDEM CO., Detroit, Mich., is announcing to the trade its entry into the six-wheel unit field with a two-ratio four-wheel drive axle assembly for light trucks.

The unit consists of two standard production axles, a two-speed transfer case with two trains of helical gears, between the axles, two constant velocity high angularity universal joints (needle bearing high angularity joints available at slight reduction in price) between the transfer case and the axles, helical gears throughout in the transfer case, dual chrome alloy springs on each side, pinned to axle brackets and mounted on trunnion brackets supported from the frame at either side.

A third differential (Timken high traction) is incorporated in the transfer case to distribute driving torque equally to forward and rear axles—at the same time permitting free relative movement of the two axles.

The unit can be applied to practically any type of standard two-wheel drive truck that provides facilities in the rear axle to permit its operation in either direction without undue strain.

The course of drive is through the propeller shaft to the top of the transfer case. From here the drive is taken through either train of helical gears engaged to the output shaft at the bottom of the case. The driven gear on this shaft is mounted on a Timken high traction differential to transfer torque equally to both forward and rear universal joints.

Reduction ratios in the transfer case are 1.176 and 2.023, for the respective gear trains. All shafts, etc., are mounted on Timken taper roller bearings. Shifting is by means of a sliding jaw clutch on the transmission main or top shaft, engaging the gears which rotate freely on roller bearings on this shaft. The shift of course can be accomplished without bringing the truck to a complete stop, through this provision. An opening for a power take-off unit is provided near the top of the case.

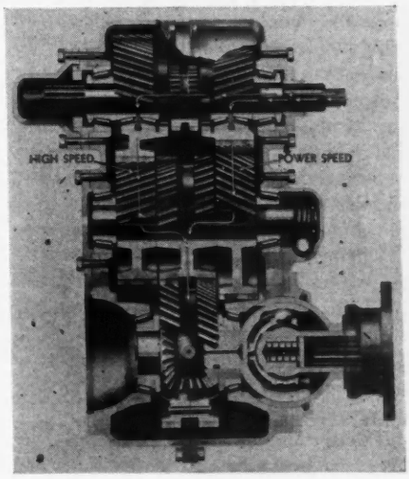
The constant velocity Bradley universal joints have provision for taking end-thrust, and an automatic take-up by means of a spring load. The joints are pre-loaded in assembly. The maximum useful angularity of this joint is said to be approximately 30 deg. which is also stated to be considerably beyond the requirements of the Thornton drive unit.

The transfer case is carried on short cross tubes from brackets attaching to frame side rails. These cross tubes also serve as mountings for the trunnion assemblies at either side, carrying the dual springs.

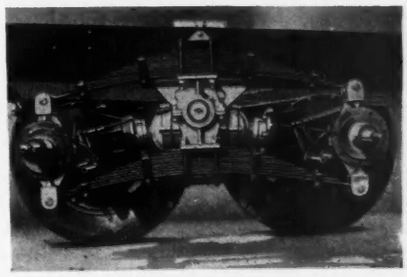
Springs are pin-shackled top and bottom at their outer ends to brackets which in turn are free to rotate about the axle housing. When the unit is attached to a truck frame, gusset plates are provided to obtain the proper frame load distribution. These gusset plates are approximately seven in. long with 2¾ in. flanges.

The Thornton company recommends the use of a 157 in. wheelbase truck for conversion to a Thornton drive unit either of 140, 157 or 171 in. wheelbase.

Brakes are of standard design as used by the manufacturer of the truck involved. Operation of the brakes is by means of cables at the six-wheel unit. Wheels and tires are not included in the standard unit but are obtainable in any standard sizes at additional cost.



Ratios of the transfer case are engaged by an internal-external gear type clutch. Both pairs of gears are helicals. The third differential is a Timken



Two semi-elliptic springs are attached to brackets free to oscillate on the axle housings

Take These Tips from an Expert and Deflate Fleet Tire Costs

(Continued from page 29)

air in the tire as it is to put it in. There are no valve insides made that will hold air under the high pressure used in pneumatic truck tires without the aid of a valve cap. The only way to prevent a valve leak is to seal the valve with a cap.

When dual tires of the same overall diameter are operated on ordinary crowned roads the inside tires carry 15 to 25 per cent more of the load than the outside. The inside tires do not give as much service as those on the outside. This trouble can be largely overcome if the dual tires are matched so the outside tire is about ¼ in. larger in diameter than the inside.

New tires should be applied on the outside with worn tires on the inside. Some operators apply new tires on the inside and the old worn tires on the outside, reasoning that the old tires will fail first and being on the outside are easier changed. This is very poor practice as the new inside tire may be required to carry as much as 50 per cent more load and therefore fail first.

When spare tires are applied on dual wheels, the service man should at the first opportunity check to make certain that the tires are properly matched.

When tires of the same overall diameter are matched as duals, the outside tire should be inflated to 5 or 10 lb. more than the recommended pressure. For example, if dual 9.00 tires are used, the inside should carry 65 per cent and the outside 75 per cent. The difference between the pressure of the two tires should be established in accord with the amount of crown in the road.

During hot weather it is good practice when operating on highly crowned roads to use 5 per cent less than recommended pressure in the inside dual. This is recommended to offset the pressure increase due to the higher temperature of the inside tire.

The service man should examine the tires on every truck that enters the garage and see that the tires are in serviceable condition before it is taken out. In some large operations it is required that on entering the garage the truck be driven directly to the gas pump and the tire man inspects the tires and gives his approval before the truck can proceed.

In addition to the inspection made when the truck is being oiled and gassed the tires should be carefully inspected daily when being checked for pressure. At this time any tires that are worn out—showing signs of failure—or need repairs should be removed.

It is possible to increase the average mileage by shifting the tires to different wheel positions. Tires on the front wheels often show excessive and peculiar tread wear caused by the camber and toe-in. Front tires are not subjected to the stresses of driving and braking nor the excessive overloads due to sidesway. Rear tires which are subjected to much more severe service often fail before the tread is worn off. By shifting the tires to different positions it is often possible to increase their service and secure 100 per cent tread wear before the fabric body of the tire fails.

The tire service man should be responsible for the condition and use of chains. In the winter time when chains are necessary they should be applied and serviced by the tire man.

Trucks equipped with dual tires seldom require chains except when the road is covered with ice or sleet. When chains are used on duals it is usually sufficient to apply chains on the outside rear tires only.

Front wheels should be checked for alignment at regular intervals as misalignment causes excessive tread wear. If the wheels are very badly out of alignment the tires will wear off in a peculiar way which is readily recognized by an experienced tire man. The wheels may, however, be out enough to cause considerable excess tire wear without showing the characteristic misalignment wear.

The service man should keep records of abused tires and report them to the superintendent. Under abused tires should be listed tires:

Driven flat, skidded in braking, curb worn, bruised, injured by scraping body or some part of chassis.

Drivers should be taught that a tire is generally ruined if run flat for only a short distance. When one of a pair of dual tires goes flat the damage is usually not so serious although if run far the inner tube is generally destroyed and the other tire is so heavily overloaded that it may be seriously damaged.

The brakes should be properly adjusted so that they do not grab or lock on one wheel, the drivers should be taught the economy of careful braking. Tires injured by braking often show spots where the tire is worn away by skidding. Even though the tires may not have definite spots where they have been skidded a close examination may show the tread rubber roughed up in fine ridges which indicates a slippage even though the tire continued to roll. This condition indicates excessive and in most cases unnecessary tread wear. The excess tread wear caused by severe braking is very noticeable but the more serious stresses on the cotton cords which compose the body of the tire cannot be seen until the tire fails prematurely.

Editor's Note.—This subject was discussed along similar lines by Mr. B. W. Elgin, National Account Representative, Firestone, before a meeting of the Commercial Vehicle Operators in New York City. Additional information given by Mr. Elgin and by fleet operators during the discussion follow.

Sustained high speed on a cross country trip increased pressure in 9.75/22 duals from 65 lb. to 90 lb. and it was necessary to let out some of the air. Mr. Elgin said.

A large fleet operator asked whether Mr. Elgin recommended carrying higher air pressure on the outside tires of dual installations on trucks operated on city streets and main highways without crowns. Mr. Elgin replied that equal air pressure on both tires was advised on roads without crown.

Few of the fleet operators present said they had air pressure checked every day. Most of the operators favored semi-weekly or weekly tests of pressure.

How About a Registration Code Based on Tires

(Continued from page 28)

capacity as a basis for registration, and also for collection of the license fee.

This can be made a very simple procedure by requiring the applicant for a license to submit to the registration bureau an affidavit, signed by a duly established representative of the tire manufacturer, this affidavit to give the necessary information on the size, type and tire manufacturer's total load capacity rating of all tires on the vehicle. This method is suitable for establishing the gross weight of any type of vehicle from the lightest to the heaviest, regardless of the number of wheels and the type of vehicle, whether it is a light-two-wheeled camping trailer or a passenger car, bus or heavy-duty truck or trailer. Sample certificate form suitable for establishing the taxable gross weight of a vehicle based on tire capacity is reproduced herewith.

In view of the fact that in this certificate the maximum gross load capacity rating of the vehicle has been definitely established, the certificate itself attached to the license application, should be sufficient evidence as to the taxable weight on a vehicle without any other investigation, checking or cumbersome methods as necessarily used at the present time.

COMMERCIAL CAR JOURNAL NEWS

Sterling Reorganization

A plan to reorganize the Sterling Motor Truck Co. will be acted upon at the annual meeting of stockholders Aug. 14. It is proposed to sell the business and assets to a new corporation, with the same or a similar title. Proposed capitalization is to consist of $1,000,000 preferred of $10 par value, plus 60,000 shares of $1 par common. Purchase from the present corporation is to be paid for in stock of the new company. More than 75 per cent of the creditors have assented to the plan.

Dodge Spots Representatives

Dodge Brothers Corp. has announced appointment of Harold Bates as truck representative for Detroit city district; C. W. Chapman as Cleveland city manager and George P. Armstrong as representative in the newly-created North Detroit district. J. P. McGearty will be district representative in the Cincinnati region, Nathaniel Stimson in the Louisville district and Ray Simons in Columbus, Ohio.

Diamond T Makes Record

All monthly sales records in the 28-year history of the Diamond T Motor Car Co., Chicago motor truck manufacturer, were shattered in July, E. J. Bush, vice-president announced.

Winchester Leads Club

The Motor Truck Club of New Jersey elected following officers: John F. Winchester, president; Charles J. Roemer, vice-president, and David Harper, treasurer. Under the leadership of Mr. Winchester it is planned to broaden activities by holding sectional meetings throughout the state and safety campaigns.

Victor Boosts Pay

The Victor Mfg. & Gasket Co., Chicago, has increased wages and salaries 10 per cent. The company recently took over distribution of Armstrong cork gaskets.

Bosch Turns Profit

American Bosch Corp. showed net income of $41,590 for the second quarter of 1933, compared with net loss of $76,504 in the preceeding quarter and $164,720 in the second quarter of 1932.

Perfect Circle Hustles

Perfect Circle reports all four plants operating at capacity and the foundry at Newcastle running 24 hours per day.

Tire Output Grows

Production of pneumatic tire casing for May was 66.1 per cent more than April and 35.8 more than May, 1932, according to report of the Rubber Manufacturers Association, Inc.

Parts Makers Associate

A new association, the Automotive Parts & Equipment Manufacturers, Inc., has been organized to represent parts and accessory makers in their relations with the Federal Administration under the N.R.A. Parts for original equipment or replacement, accessories, shop equipment, service tools and automotive chemicals are the products the makers of which are included in membership. Each product group will be represented on the board of directors.

Joseph R. Armleder

Joseph R. Armleder, Sr., age 72, former factory manager of the Armleder Motor Co., died July 12. He was a brother of Otto Armleder, president of the truck manufacturing company.

Personals

J. C. Roper, Jr., Director of Sales of the Ray Day Piston Corp., is making an extensive trip through his eastern sales territory. He will contact distributors, explaining Ray Day's new merchandising plans.

J. W. Frazer, general sales manager, Chrysler Sales Corp., has announced the appointment of Burch E. Greene as director of advertising and sales promotion, succeeding Cliff Knoble who has resigned to head his own business, the Cliff Knoble Business Promotion Corp., 1312 United Artists Bldg., Detroit.

J. R. Hamlin has been appointed assistant sales manager of the Handy Governor Corp., Detroit. Mr. Hamlin, formerly was with H. G. Davis, Inc., Handy distributor, Boston.

William J. Kephart is back with Reo as a special truck representative with George W. Laskey, Reo dealer in Philadelphia.

THESE MEN WANT JOBS

A-20 (45). Desires position as territorial or branch manager for truck or equipment manufacturer in Southern territory. Experience as salesman, branch and district manager for truck company extends from 1916 to date. Has good contacts in Tennessee with fleets, national accounts and political divisions. Available Sept. 1, 1933. References furnished.

A-21 (42). Man with 16 years' experience designing special bodies and equipment and fleet operation seeks opening for technical or special representative, manager or creative activities.

Stutz Adds Capital

The Stutz Motor Co. of America, Inc., has sold approximately 40,000 shares of common stock to New York Banking interests to provide inventory capital for the production of Pak-age cars, E. S. Gorrell, president, announced.

Klemm Names Three

The Klemm Automotive Products Co., Chicago, governor and filtrator manufacturer, has increased its sales staff still further by appointing the following representatives: T. R. Wert, Melville Sears and O. S. Livingston.

Toledo Makes Record

The Toledo Scale Co. reports sales for July 31 to be the largest volume for a single day in the past five years. Not since June 29, 1928, have sales been so large in one day, and sales exceeded even those of any one day during the peak year of 1929.

Kingham Expands Plant

Kingham Trailer Co., Louisville, Ky., has started work on a new factory building to contain 80,000 sq. ft. of floor space. The building will contain three assembly lines each more than 400 ft. long. New equipment totaling $25,000 will be purchased.

U. S. Aliots Road Funds

Secretary of Agriculture Henry A. Wallace has announced apportionment to States of a total of $30,000,000 for the construction of roads through national forests and public lands. These amounts were allotted for these purposes by the Federal Emergency Administration of Public Works from $50,000,00 provided by the National Industrial Recovery Act.

Federal Continues Gain

July sales of the Federal Motor Truck Co. registered the fourth consecutive monthly gain over the preceding thirty-day period, according to J. F. Bowman, vice-president, in charge of sales.

Ethyl Premium Cut

Oil companies marketing Ethyl gasoline, will reduce the premium on this fuel to two cents above the price of regular gasoline, it is announced by the Ethyl Gasoline Corp., owned jointly by General Motors Corp. and the Standard Oil Co. of New Jersey.

Highway Shows Trailer

The Highway Trailer Co. is exhibiting, in conjunction with the White Motor Co., in the Travel and Transport Building of the World's Fair, a Kroger grocery trailer with a striking construction and modernistic paint design in conformity with the general architectural scheme structure of the Fair.

How Are Fleet Drivers to Be Treated After Having Accidents?

(Continued from page 16)

What is done to the driver who becomes conspicuous on account of his accidents varies as much as the method of determining when the driver should have special attention. Three general statements may be made however:

(a) All companies sometimes employ discipline. For example, any company would discipline a driver by discharging him if he were obviously and grossly to blame for a fatal accident.
(b) Some companies discipline for every accident, and many do so for every chargeable accident.
(c) Some companies do nothing to educate or train their drivers.

Reports received from fleet operators indicate that:

10 employ discipline exclusively following accidents.
2 discipline all drivers for accidents, but also try education in certain cases.
4 employ education following all accidents and only resort to discipline in the cases of serious accidents and extreme negligence.
3 try education after the first accident, and resort to discipline if this does not have the desired effect.
2 make constructive criticisms of the accidents to the driver, give him some general training, and, as a last resort, use discipline.
5 companies use discipline sometimes and education at other times; 3 using discipline in about as many cases as education; 1 using discipline much more than education; and 1 much less.

Perhaps one reason why discipline is so commonly used is that it is much the easiest form of dealing with drivers having accidents. To find out what kind of training a driver needs and to effect that training requires considerable intelligence and effort. It is probable also that discipline is more effective now while labor is plentiful than it would be if truck drivers were not so anxious to keep their jobs.

In referring to "education," special work with the individual man is usually meant. This may be coaching in handling the vehicle, reviewing of the company rules or State Motor Vehicle Code, or working out with the driver a better understanding of his duties and responsibilities to his employer, himself, and the public while he is driving. All of the companies reporting were members of the National Safety Council and, consequently, undertook blanket educational work such as the putting up of posters and holding meetings for all the drivers.

States licensing drivers, largely because of widely differing regulations for accident reporting, present a still more heterogeneous picture of the treatment of drivers who had been involved in accidents. As in the case of commercial fleets, a single spectacular accident involving intoxication or serious negligence will universally receive disciplinary action, usually in the form of a court sentence and revocation of license. A number of states, however, have advanced to the point of systematically calling in for hearings drivers who have been involved in several accidents for which no special action had previously been taken:

Connecticut—2 or more serious or 3 or more minor accidents in 1 year.

New York—3 accidents in 1 year.

Michigan—2 or more personal injury or 3 or more property damage accidents in 1 year.

Massachusetts — 2 accidents in 6 months or 3 in any period of time.

So. Carolina—2 or more accidents in 1 year.

Iowa—3 or more accidents in 1 year.

Since states do not require the reporting of all accidents but only those involving more than specified damage or injury, the state figures are not comparable with those of the fleets, and not entirely comparable with each other.

State laws do not provide for anything except discipline (suspension and revocation of licenses) in the treatment of drivers. However, practically all states which undertake to conduct hearings in connection with the suspension and revocation of licenses feel that the gearing is a valuable education experience for the driver whether he is disciplined or not. Thus, in Oregon it is estimated that, although accident reports have been received by the state department for only about a year, two-thirds of the cases are approached from the educational and one-third from the disciplinary standpoint. In Connecticut and Michigan, the educational and disciplinary effect of hearings is estimated to be about equal; and Massachusetts reports that 12 to 15 per cent of the drivers called for hearings because of accidents received discipline in the form of suspensions, and 85 to 88 per cent are "educated" by the discussions of accidents and the warnings given them by the state.

Many fleets and states consider violations of rules along with accidents in handling drivers. Thus, a serious violation such as drunken driving may receive as much attention as a fatal accident; and a minor violation, such as speeding, would be rated equivalent to a minor accident. In such a case, a driver would come up for special study if he had two or more violations of rules or chargeable accidents per year, for example.

Some states and larger fleets "weight" each accident and violation for record purposes on some such schedule as follows:

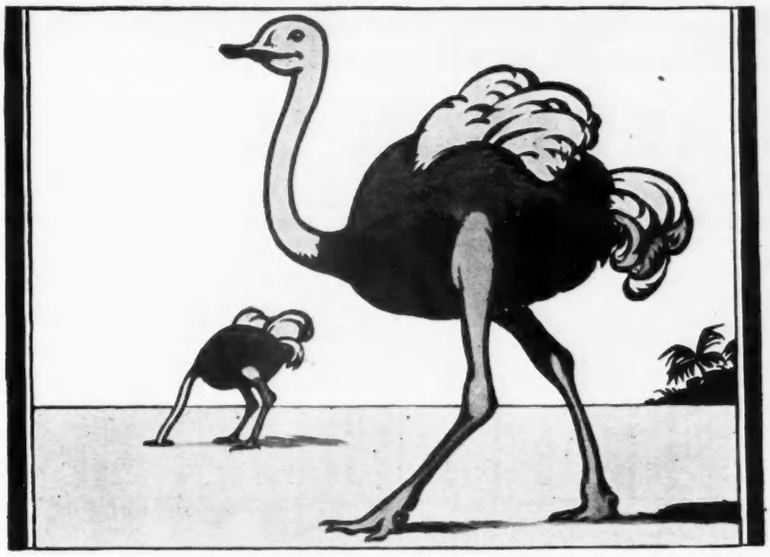
Item	*Count*
Fatal accident	6
Serious accident—personal injury	5
Minor personal injury or serious property damage	3
Minor property damage $25 or less	1
Driving while intoxicated	6
Hit and run driving	6
Reckless driving	5
Speeding	4
Running signals, signs, etc.	3
Failure to signal	2
Parking, etc.	1

The question of responsibility for an accident does not enter here (unless the schedule is to be used for cash awards or penalties); but as a rule, any man who has received a total of five counts against him should receive attention, and his case should be reviewed again each time he has an accident or violation if the count for that action brings the total against him within the past year (or 13,000 miles of driving) to five or more. Such a system is only necessary or practical in states or large fleets.

Many fleets pay no attention to violations at all. They have no specific rules for their drivers, and drivers involved in violations of laws are simply required to pay their own fines in court. They consider accidents only from the standpoint of reducing expenses. Most large fleets, however, realize that a violation or minor non-chargeable accident may, along with other facts, assist in treating the driver to keep him out of serious or expensive accidents.

Some states, on the other hand, put the emphasis in controlling the driver entirely on violations to the neglect of accidents. A state with a drivers' license law which requires revocations or suspensions for convictions for certain offenses but has no accident reporting will discipline a man for driving while intoxicated but may do nothing about it if he kills someone, unless a conviction is obtained in case of that accident.

While education is often used in trying to improve high accident men, discipline alone is almost universally the rule for those who have many violations.



Fable

THE ostrich, we've been told, is a much-maligned bird. He doesn't really poke his head in the sand to elude pursuers. But that's the popular delusion regarding him.

Millions of owners of cars, trucks and buses like Lockheed Hydraulic Brakes—for good reason. They know Lockheeds give them complete and lasting satisfaction and a totally different type of performance, which they prefer.

Unreasonable? Perhaps . . . but isn't it wise merchandising to give them what they want, since, after all, they're sure they're right? Lockheed Hydraulics *do* have many important advantages. They improve vehicle performance, they lower the factory assembly costs and they afford the easiest, lowest-cost selling.

Why not canvass the possibilities of a switch to Lockheeds . . . suppose we exchange specifications?

HYDRAULIC BRAKE COMPANY
DETROIT, MICHIGAN, U. S. A.

LOCKHEED HYDRAULIC
Four BRAKES *Wheel*

are officially serviced throughout the nation by Wagner Electric Corp.

COMMERCIAL CAR JOURNAL'S

CORRECTIONS ARE MADE EACH MONTH FROM DATA SUPPLIED DIRECT BY TRUCK MAKERS

Line Number	MAKE AND MODEL	GENERAL (See Keynote) Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	TIRE SIZE Chassis Wt. (Stripped)	Front	Rear	MAJOR UNITS — ENGINE Make and Model	No. of Cylinders Bore and Stroke	TRANSMISSION Make and Model	Location and Forward Speeds	Aux. Location and Speeds	REAR AXLE Make and Model	Gear and Type	Drive and Torque	GEAR RATIOS In High	GEAR RATIOS In Low	FRAME Side Rail Dimensions	Type
1	A.C.F. 160	6	6950	186	222	26000	10170	B9.75/22	B9.75/22	HaS 160	6-4¼x5½	BL 1714	U 4	Op	Tim 76730	2F	R	7.46	52.7	8x3	P
2	175B	6½	8300	186	222	26000	10750	B10.50/22	B10.50/22	HaS 175	6-5x6	BL 714	U 4	Op	Tim 76730	2F	R	7.46	38.6	8x3	P
3	175A	7½	8800	186	240	30000	11610	B10.50/24	B10.50/24	HaS 175	6-5x6	BL 714	U 4	Op	Tim 79730	2F	R	7.48	38.7	8x3	P
4	Armleder 11Ha	2–3	1570	156	195	11500	4070	B7.00/20	DB7.00/20	Con 16C	6-3⅝x4⅝	Fu WOBB	U 4	No	Tim	BF	H	5.83	31.2	6x3x¼	P
5	21Ha	2½–4	2185	160	207	15300	4783	B8.25/20	DB8.25/20	Her WXB	6-3¾x4½	Fu MLU	U 4	No	Tim	BF	H	6.06	38.5	6x3x¼	P
6	31Ha	3½–5	2745	146	213	19500	5838	B9.00/20	DB9.00/20	Her WXC	6-4x4½	Fu MGU	U 4	No	Tim	BF	R	6.02	39.2	7x3x¼	P
7	41Ha	4–5½	3050	160	227	23000	6600	B9.75/20	DB9.75/20	Her WXC	6-4x4½	Fu MGU	U 4	No	Tim	BF	R	6.83	43.8	7x3x¼	P
8	61Ha	5–7	3625	146	227	24000	7400	B9.75/20	DB9.75/20	Her WXC2	6-4½x4½	Fu MGU	U 4	No	Tim	WF	R	8.5	55.2	8¼x3x⅞	P
9	71Ha	7–9	4595	164	235	29500	7800	B10.50/20	DB10.50/20	Her YXC	6-4⅝x4¾	Fu VUOG	U 5	No	Tim	WF	R	8.5	55.2	8¼x3x⅞	P
10	TRDA	10	3895	148	174	39000	6450	B9.75/20	DB9.75/20	Her YXC3	6-4⅝x4¾	Fu VUOG	U 5	No	Wis	2F	R	7.8	56.8	7x3x¼	P
11	Autocar RG	2½	3000	159	210	.....	5975	P34x7	DP34x7	Own R	6-3¾x4¾	Own T	U 4	No	Own D	2F	H	6.21	39.3	8x3x¼	T
12	D	3	3500	150	192	.....	6100	P34x7	DP34x7	Own SD	6-4x4¾	Own T	U 4	No	Own D	2F	H	6.21	39.3	8x3x¼	T
13	DE	3½	3850	150	210	.....	6675	B9.00/20	DB9.00/20	Own SD	6-4x4¾	Own T	U 4	No	Own TE	2F	H	6.43	40.7	8x3x¼	T
14	DF	3½	3950	150	192	.....	6865	B9.00/20	DB9.00/20	Own SD	6-4x4¾	Own T	U 4	No	Own TE	2F	H	6.43	40.7	8x3x¼	T
15	DH	4	4150	150	174	.....	7250	P36x8	DP36x8	Own SD	6-4x4¾	Own T	U 4	No	Own N	2F	H	8.57	54.3	8x3x¼	T
16	N	4	4600	191	227	.....	8090	B9.75/20	DB9.75/20	Own SCH	6-4¼x4¾	Own T	U 4	No	Own N	2F	H	7.20	45.6	9x3x¼	T
17	NE	5	4725	149	170	.....	8300	B9.75/22	DB9.75/22	Own SCH	6-4¼x4¾	Own D	U 5	No	Own C	2F	H	7.57	50.1	8x3x¼	T
18	NF	5	4800	191	227	.....	8350	B9.75/22	DB9.75/22	Own SCH	6-4¼x4¾	Own D	U 5	No	Own TF	2F	H	7.20	42.1	9x3x¼	T
19	NH	5	4925	149	170	.....	8440	B9.75/22	DB9.75/22	Own SCM	6-4½x4¾	Own D	U 5	No	Own C	2F	H	8.57	50.1	8x3x¼	T
20	S	5	5500	158	168	.....	8800	B9.75/22	DB9.75/22	Own SCH	6-4¼x4¾	Own T	U 4	A 3	Own CG	2F	H	8.52	54.0	9x3x¼	T
21	SE	6	5800	158	168	.....	8950	B10.50/22	DB10.50/22	Own SCM	6-4½x4¾	Own T	U 4	A 3	Own CG	2F	H	8.52	54.0	9x3x¼	T
22	C	7½	6600	158	176	.....	10950	B10.50/24	DB10.50/24	Own SCM	6-4½x4¾	BL 734	U 4	A 3	Wis 78720	2F	H	9.92	121.	10½x3x⅞	T
23	CE	7½	6000	172	203	.....	10300	S36x7	DS40x8	Own SCM	6-4½x4¾	Own T	U 4	No	Own C	2F	R	8.57	52.6	9x3x¼	T
24	CBS	7½	6200	203	203	.....	9800	P42x9	DP42x9	Own SCM	6-4½x4¾	Own B	A 4	No	Own C	2F	H	8.57	52.6	9x3x¼	T
25	CF	7½	6900	164	182	.....	11280	B10.50/24	DB10.50/24	Wau 6RB	6-5x5¾	BL 734	U 4	A 3	Wis 78720	2F	H	9.92	121.	10½x3x⅞	T
26	T	7½	6000	192	242	.....	9975	B10.50/22	DB10.50/22	Own SCM	6-4½x4¾	Own T	U 4	A 3	Own TG	2F	H	7.20	88.5	9x3x¼	T
27	TE	8½	6500	189	207	.....	10700	B10.50/24	DB10.50/24	Own SCM	6-4½x4¾	BL 734	U 4	A 3	Own TG	2F	H	7.20	87.6	10½x3x⅞	T
28	TF	8½	6800	195	247	.....	10950	B10.50/24	DB10.50/24	Wau 6RB	6-5x5¾	BL 734	U 4	A 3	Own TG	2F	H	7.20	87.6	10½x3x⅞	T
29	(T) FE	20	9500	180	180	.....	12300	B10.50/24	DB10.50/24	Ste LT	6-5¼x6	BL 734	U 4	A 3	Wis 79731	2F	H	7.9	96.0	10½x3x⅞	T
30	(Eng.und.seat) UD	3	3500	89	145	.....	6170	P34x7	DP34x7	Own SD	6-4x4¾	Own T	U 4	No	Own H & D	2F	H	6.21	39.3	7x2½x¼	T
31	UN	4	4600	96	163	.....	9040	B9.75/20	DB9.75/20	Own SCH	6-4¼x4¾	Own T	U 4	No	Own C & N	2F	H	7.20	45.6	8x3x¼	T
32	US	5	5300	98	163	.....	9380	B9.75/22	DB9.75/22	Own SCH	6-4¼x4¾	Own T	U 4	No	Own CG&TG	2F	H	7.20	45.6	9x3x¼	T
33	USE	6	5600	98	163	.....	9510	B10.50/22	DB10.50/22	Own SCM	6-4½x4¾	Own T	U 4	No	Own CG&TG	2F	H	7.20	45.6	9x3x¼	T
34	UTE	8½	6100	98	150	.....	10050	B10.50/24	DB10.50/24	Own SCM	6-4½x4¾	Own T	U 4	No	Own CG&TG	2F	H	7.20	45.6	10½x3x⅞	T
35	Available W140	2	1350	168	182	11400	4000	B7.00/20	DB7.00/20	Wau ZK	6-3¾x4⅛	WG T9	U 4	No	Tim 53200	SF	R	6.6	42.2	10x2½x⅞	TX
36	W200	2½	1850	168	182	13400	4500	B7.50/20	DB7.50/20	Wau TL	6-3¾x4¾	BL 224	U 4	No	Tim 54300	SF	R	6.8	43.5	10x2½x⅞	TX
37	W230	3	2250	182	196	16300	5500	B8.25/20	DB8.25/20	Wau 6-90	6-3¾x4¾	BL 234	U 4	No	Tim 56200	SF	R	7.4	47.4	12x2½x1¼	TX
38	W300	3½	2750	182	196	20700	7000	B9.00/20	DB9.00/20	Wau 6-110	6-4x4¾	FU 5A-380	U 5	No	Tim 58205	SF	R	7.8	54.6	12x2½x1¼	TX
39	W400	4	3750	Op	Op	25500	8200	B9.75/20	DB9.75/20	Wau 6-125	6-4⅜x5⅛	BL 615	U 5	No	Tim 65720H	WF	R	8.5	55.6	12x2½x1¼	TX
40	Brockway 80C	1½–2	1185	149	168	10500	4035	B6.50/20	DB6.50/20	Con 26B	6-3⅜x4	Wa T9	U 4	No	Tim 53200HY	SF	H	5.66	36.2	5½x2½x⅛	C
41	90C	2–2½	1485	149	168	12500	4480	B7.00/20	DB7.00/20	Con 28B	6-3½x4⅝	Wa T9	U 4	No	Tim 54300H	SF	H	5.83	37.4	7¼x2½x⅛	C
42	100C	2–3	1800	168	186	15000	4985	B7.50/20	DB7.50/20	Con 28B	6-3½x4⅝	.....	U 5	No	Tim 54300H	SF	H	5.83	46.0	7¼x2½x⅛	T
43	120C	2–3	2090	156	188	15000	5640	B7.50/20	DB7.50/20	Con 30B	6-4x4⅛	BL 314	U 4	No	Tim 54300H	SF	H	5.83	38.5	7½x3x¼	T
44	140C	2½–3½	2690	156	200	17500	6385	B8.25/20	DB8.25/20	Con 30B	6-4x4⅛	BL 314	U 4	Op	Wis 4916L	2F	R	6.66	43.5	7½x3x¼	T
45	150C	2½–3½	2540	188	200	18500	6000	B8.25/20	DB8.25/20	Con E600	6-3⅛x4½	BL 334	U 4	Op	Tim 56210H	SF	R	5.71	35.0	8x3x¼	T
46	141C	3–4	3175	170	212	19500	7450	B9.00/20	DB9.00/20	Con 30B	6-4x4⅛	BL 314	U 4	Op	Wis 70000L	2F	R	7.0	46.2	8x3x¼	T
47	160C	3½–4	3175	188	200	21000	7500	B9.00/20	DB9.00/20	Con 32B	6-4⅛x4½	.....	U 5	Op	Tim 58200H	SF	R	6.14	48.5	8x3x¼	T
48	170C	3–4	3450	170	212	19500	7700	B9.00/20	DB9.00/20	Con 33B	6-4⅛x4¼	BL 534	U 4	Op	Wis 70000L	2F	R	6.28	39.9	8x3x¼	T
49	175C	3–4	3850	170	224	24000	7900	B9.00/20	DB9.00/20	Con 34B	6-4⅜x4¾	BL 525	U 5	Op	Wis 70000L	2F	R	6.28	39.9	8x3x¼	T
50	195C	5	4000	170	224	24000	8540	B9.75/20	DB9.75/20	Con 33B	6-4⅛x4¾	BL 534	U 4	Op	Wis 1237H	2F	R	6.39	40.6	8¼x3x⅞	T
51	220C	7½	4700	170	224	28000	8980	B10.50/20	DB10.50/20	Con 34B	6-4⅜x4¾	BL 534	U 4	Op	Wis 1627KH	2F	R	6.96	44.2	8¼x3x⅞	T
52	260C	7½–10	5850	212	240	30000	9585	B10.50/22	DB10.50/22	Con 35B	6-4½x5¼	Fu MHU	U 4	Op	Wis 1737KH	2F	R	8.05	50.7	8¼x3x⅜	T
53	260S	10	6200	212	240	34000	10075	B10.50/24	DB10.50/24	Con 35B	6-4½x5¼	Fu MHU	U 4	Op	Wis 1737KH	2F	R	8.05	50.7	8¼x3x⅜	T
54	Chevrolet Comm'l	½	330	109	109	4100	1955	B5.25/18	B5.25/18	Own	6-3⅛x4	Own	U 3	No	Own	S½	U	5.43	39.2	7x2¼x⅛	C
55	Utility	1½	480	131	131	7500	2830	P30x5	P32x6	Own	6-3⅛x4	Own	U 4	No	Own	S½	U	5.43	39.2	6½x2¾x⅛	C
56	Utility	1½	510	157	157	7500	2920	P30x5	P32x6	Own	6-3⅛x4	Own	U 4	No	Own	S½	U	5.43	39.2	7x2¾x⅛	C
57	Coleman E52	2½	3800	120	144	12800	7200	B9.00/24	B9.00/24	Bud K393	6-4⅛x4¾	Fu RU 16	U 4	A 2	Wis CR15	2F	H	Opt	Opt	10x2½x⅝	B
58	(all 4 Wh.Dr.) E53	3½	5300	130	180	18900	8000	B9.75/24	B9.75/24	Bud K428	6-4⅝x4¾	Fu MRU16	U 4	A 2	Wis CR26	2F	H	Opt	Opt	12x2½x⅝	B
59	E54	4–5	5600	130	180	20400	8800	B10. 50/24	B10.50/24	Bud L468	6-4¼x5½	Fu MRU16	U 4	A 2	Wis CR30	2F	H	Opt	Opt	12x2½x1⅛	B
60	E55	5	6150	130	180	23000	9600	B11.25/24	B11.25/24	Bud L525	6-4½x5½	Fu MRU16	U 4	A 2	Wis CR30	2F	H	Opt	Opt	12x2½x1⅛	B
61	E55S	5–6	7200	144	180	24500	10600	B11.25/24	B11.25/24	Bud L525	6-4½x5½	Fu MHU16	U 4	A 2	Wis CR122	2F	H	Opt	Opt	12x2⅝x1¼	B
62	E56	6–7½	7800	144	180	29800	11600	B10.50/24	DB10.50/24	Bud GF6	6-4¾x6	Fu MHU	U 4	A 2	Wis CR122	2F	H	Opt	Opt	12x2⅝x1¼	B
63	E57	7½–10	9700	144	180	32000	12400	B11.25/24	DB11.25/24	Ste LT6	6-5¼x6	BL 714	U 4	A 2	Wis CR122	2F	H	Opt	Opt	16x3x1¼	B
64	Corbitt 8B4	1½	980	134	134	8500	3200	B6.00/20	P32x6	Con W10	4-3⅜x4¼	Ow 8T	U 4	No	Own 8R	SF	H	5.4	38.4	5½x3x⅛	P
65	8B6	1½	1080	136	136	8500	3275	B6.00/20	P32x6	Con 25A	6-3⅜x4	Ow 8T	U 4	No	Own 8R	SF	H	5.4	38.4	5½x3x⅛	P
66	10B6	1½–2	1310	171	191	.....	3950	B6.50/20	DB6.50/20	Con 25A	6-3⅜x4	BL 214	U 4	No	Tim 53200H	SF	H	Opt	Opt	5½x3½x⅛	T
67	9B6	1½–2½	2185	152	183	.....	4200	P32x6	DP32x6	Con 20C	6-3⅜x4⅝	BL 224	U 4	No	Tim 54200H	SF	H	5.57	27.8	7x3½x⅛	T
68	12B6	2–3	3060	163	220	.....	4870	B7.50/20	DB7.50/20	Con E601	6-3⅞x4½	BL 334	U 4	No	Tim 56200H	SF	H	Opt	Opt	7x3½x¼	T
69	12W6	2–3	2950	165	220	.....	4910	B7.50/20	DB7.50/20	Con E601	6-3⅞x4½	BL 334	U 4	No	Tim 64800H	WF	H	Opt	Opt	7x3½x¼	T
70	15B6	2½–3½	3740	174	220	.....	5870	P34x7	DP34x7	Con E601	6-3⅞x4½	BL 334	U 4	No	Tim 58200H	SF	H	Opt	Opt	7x3½x¼	T
71	15W6	2½–3½	3850	183	224	.....	6160	P34x7	DP34x7	Con E601	6-3⅞x4½	BL 334	U 4	No	Tim 65200H	w/2F	H	Opt	Opt	7x3½x¼	T
72	18	2½–4	4400	178	230	.....	8100	P36x8	DP36x8	Con E602	6-4⅛x4½	BL 334	U 4	No	Tim 65720H	w/2F	H	Opt	Opt	8x3½x¼	T
73	24	3½–5	5115	195	230	.....	9200	B9.75/20	DB9.75/20	Con E603	6-4¼x4½	BL 60	A 7	No	Tim66720H	w/2F	H	Opt	Opt	8x3½x¼	T
74	33	5–7½	6160	195	230	.....	10000	P40x10	DP40x10	Con 21R	6-4⅝x4¾	BL 60 Max	A 7	No	Tim68720TW	w/2F	H	Opt	Opt	8x3x⅞	T
75	(T) 10B6T	3–5	1650	(3)	(3)	.....	3950	B6.50/20	DB6.50/20	Con 20C	6-3⅜x4⅝	BL 224	U 4	No	Tim 53200H	SF	H	Opt	Opt	5⅞x3½x¼	T
76	(T) 9B6T	4–6	2600	(3)	(3)	.....	4200	B7.50/20	DB7.50/20	Con E601	6-4¼x4½	BL 334	U 4	No	Tim 54200H	SF	H	Opt	Opt	7x3½x¼	T
77	(T) 12BT6	4–7	3465	(3)	(3)	.....	4870	B8.25/20	DB8.25/20	Con E602	6-4½x4½	BL 335	U 4	No	Tim 56200H	SF	H	Opt	Opt	7x3½x¼	T
78	(T) 15B6T	5–8	4875	(3)	(3)	.....	5870	B9.00/20	DB9.00/20	Con E603	6-4¼x4½	BL 335	U 5	No	Tim 58200H	SF	H	Opt	Opt	7x3½x¼	T
79	(T) 18D6T	8–10	5500	(3)	(3)	.....	8100	B9.75/20	DB9.75/20	Con 22R	6-4½x5¼	BL 535	U 5	No	Tim 75720H	2F	H	Opt	Opt	8x3½x¼	T
80	(T) 24D6T	10–15	6500	(3)	(3)	.....	9200	B10.50/20	DB10.50/20	Con 16H	6-4¼x5¼	BL 7212	U 4	U3	Tim 66720W	2F	H	Opt	Opt	8x3x⅞	T
81	Day-Elder (4) 60	1	895	135	156	6000	3390	B6.00/20	B6.50/20	Her JXA	6-3⅜x4¼	WG T9	U 4	No	Tim 53200H	BF	H	5.66	36.2	5½x3¾x⅛	C
82	85	1½–2	1395	135	168	8500	3850	B6.00/20	DB6.50/20	Her JXB	6-3⅜x4¼	WG T9	U 4	No	Tim 53200H	BF	H	6.60	42.2	5½x3¾x⅛	C
83	110	2	1825	156	186	11000	4800	B7.00/20	DB7.00/20	Her JXC	6-3¾x4¼	WG T9	U 4	No	Tim 54200H	BF	H	6.80	43.5	7x3¾x¼	C
84	130	2½	2225	157	199	13000	6600	B7.50/20	DB7.50/20	Her WXC	6-4x4½	BL 334	U 4	No	Tim 56200H	BF	H	6.17	37.9	7x3¾x¼	C
85	160	3	2795	165	204	16000	6800	B7.50/20	DB9.00/20	Her WXC3	6-4¼x4½	BL 334	U 4	No	Tim 58200H	BF	H	6.75	41.4	9x3½x¼	C
86	200	4	3295	165	204	20000	7600	B9.00/20	DB9.00/20	Her WXC3	6-4¼x4½	BL 334	U 4	No	Tim 65720H	WF	H	7.75	47.6	9x3½x¼	C
87	240	5	4295	162	234	24000	9500	B10.50/20	DB10.50/20	Her RXC	6-4⅝x5¼	BL 534	U 4	No	Tim 66720H	WF	H	9.50	60.3	10x3¾x⅞	C
88	Diamond T 210SF	1½	545	135	158	8500	3250	B5.50/20	B6.50/20	Her JXA	6-3⅜x4¼	WG T9	U 4	No	Cla B364	S½	H	5.4	34. 6	7x2⅞x⅓	T
89	210FF	1½	565	135	158	8500	3250	B5.50/20	B6.50/20	Her JXA	6-3⅜x4¼	WG T9	U 4	No	Cla B373E	SF	H	Opt	Opt	7x2⅞x⅓	T
90	225	1½	745	135	158	10000	3500	B6.00/20	DB6.00/20	Her JXA	6-3⅜x4¼	WG T9	U 4	No	Cla B410	SF	H	Opt	Opt	7x2⅞x⅓	T
91	240A	1¾	795	137	179	10000	3500	B6.00/20	P32x6	Her JXA	6-3⅜x4¼	WG T9	U 4	No	Cla B410	SF	H	Opt	Opt	8x3x⅓	T
92	310	2	995	155	179	12000	4200	B6.50/20	DB6.50/20	Her JXB	6-3⅜x4¼	WG T9	U 4	No	Cla B613	SF	H	Opt	Opt	8x3x⅓	T
93	260	2	945	155	179	11000	4000	B6.50/20	DB6.50/20	Her JXA	6-3¾x4¼	WG T9	U 4	No	Cla B643	SF	H	Opt	Opt	8x3x⅓	T
94	350	2½	1295	155	179	14000	4700	B7.00/20	DB7.00/20	Her JXC	6-3¾x4¼	Cla R103	U 5	No	Cla B642	SF	H	Opt	Opt	8x3x⅓	T
95	325B	2½	1195	155	179	13000	4600	B7.00/20	DB7.00/20	Her JXB	6-3¾x4¼	WG T9	U 4	No	Cla B642	SF	H	Opt	Opt	8x3x⅓	T
96	325DR	2½	1345	155	179	13000	4600	B7.00/20	DB7.00/20	Her JXB	6-3¾x4¼	WG T9	U 4	No	Wis 4916L	2F	R	Opt	Opt	8x3x⅓	P
97	410A	3	1695	160	194	15000	5400	B7.50/20	DB7.50/20	Her WXC	6-4x4½	Co RUS4C	U 4	No	Cla B642	SF	H	Opt	Opt	6½x3x¼	T
98	410B	3	2135	200	212	15000	6200	B7.50/20	DB7.50/20	Her WXC	6-4x4½	Co RUS4C	U 4	No	Cla B642	SF	H	Opt	Opt	6½x3x¼	P
99	(N) 506A	3	2950	174	240	17500	6600	B8.25/20	DB8.25/20	Her WXC3	6-4¼x4½	Co RU5C	U 5	No	Wis 69317 BL	2F	R	Opt	Opt	6½x3x¼	P
100	375	3	1645	155	179	15000	5000	B7.50/20	DB7.50/20	Her JXC	6-3¾x4¼	Cla R103	U 5	No	Wis 4916L	2F	R	Opt	Opt	8x3x⅓	T
101	(N) 606B	3–4	3695	179	246	20000	7600	B9.00/20	DB9.00/20	Her RXB	6-4½x5¼	Co RU5C	U 5	No	Wis 1237H	2F	R	Opt	Opt	6½x3x¼	P
102	510	4	1995	168	201	18000	6400	B7.00/20	DB8.25/20	Her WXC	6-4x4½	Co RUS4C	U 4	No	Tim 58205H	SF	H	Opt	Opt	6½x3x¼	T
103	425	4	2295	160	194	18000	6200	B8.25/20	DB8.25/20	Her WXC	6-4x4½	Cla R909	U 5	No	Wis 70000	2F	R	Opt	Opt	6½x3x¼	T
104	603A	5	3150	169	230	20000	8100	B9.00/20	DB9.00/20	Her YXC	6-4⅜x4¾	Co RU5C	U 5	Op	Wis 1237H	2F	R	Opt	Opt	6½x3x¼	T
105	(cont.) 525	5	2595	168	201	20000	7200	B9.00/20	DB9.00/20	Her WXC3	6-4¼x4½	Cla R909	U 5	No	Wis 1237H	2F	R	Opt	Opt	6½x3x¼	T

TRUCK SPECIFICATIONS TABLE

FOR MEANING OF ABBREVIATIONS AND EXPLANATION OF REFERENCE MARKS SEE PAGE 50

Line Number	ENGINE DETAILS: Piston Displacement	Compression Ratio	Torque lb. ft.	N.A.C.C. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Arrangement	Camshaft Drive	Piston Material	MAIN BEARINGS: Number and Diameter	MAIN BEARINGS: Length	Oiling System Type	Governor Make	FUEL SYST.: Carburetors Make	FUEL SYST.: Fuel Feed	ELECTRICAL: Ignition System Make	ELECTRICAL: Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make	FRONT AXLE: Make and Model	Steering Gear Make	BRAKES: SERVICE: Make, Location Type, Operation	BRAKES: SERVICE: Lining Area	BRAKES: SERVICE: Drum Material	BRAKES: Hand Type, Location	BODY MOUNTING DATA: Cab to Rear of Frame	BODY MOUNTING DATA: Cab to Rear Axle	BODY MOUNTING DATA: Width of Frame	SPRINGS: Front	SPRINGS: Rear	SPRINGS: Auxiliary Type
1	468	4.4	322	43.3	120-2200	H	C	A	4-2¾	10⅜	CC	Ha	Zen	V	DR	DR	P.BL	Lo	Spi	Tim 27451	Ros	O41A	720	A	CD	172	102	33½	42x3	56x4	½
2	707	4.4	500	60.	175-2200	H	C	A	7-3¼	14⅞	CC	Ha	Zen	M	DR	DR	dpLo	Lo	Spi	Tim 27451	Ros	O41A	720	A	CD	172	102	33½	42x3	56x4	½
3	707	4.4	500	60.	175-2200	H	C	A	7-3¼	14⅞	CC	Ha	Zen	M	DR	DR	dpLo	Lo	Spi	Tim 27451	Ros	O41A	816	A	CD	172	102	33½	42x3	56x4	½
4	248	5.0	150	27.3	65-2600	L	G	C	7-2⅜	10⅜	PC	No	Zen	M	DR	DR	P.BB	Yo	Spi	Tim	Ros	L4IH	380	G	TX	129½	Opt	31½	40x2½	50x3	½
5	298	4.7	192	33.7	66-2200	L	G	C	7-2⅜	13¼	PC	Mo.	Zen	M	AL	AL	D.BB	Yo	Spi	Tim	Ros	L4IHV	452	G	TX	129½	Opt	31½	40x2½	50x3	½
6	339	4.7	225	38.4	73-2200	L	G	C	7-2⅜	13¼	PC	Mo	Zen	M	AL	AL	D.Fu	Yo	Spi	Tim	Ros	L4IHV	578	G	TX	106	Opt	31½	40x2½	62¾x2½	N
7	339	4.7	225	38.4	73-2200	L	G	C	7-2⅜	13¼	PC	Mo	Zen	M	AL	AL	D.Fu	Yo	Spi	Tim	Ros	L4IHV	658	G	TX	118	Opt	31½	40x2½	62¾x2½	N
8	360	4.7	238	40.3	80-2200	L	G	C	7-2⅜	13¼	PC	Mo	Zen	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	768	G	TX	106	Opt	31½	41x2½	62¾x2½	N
9	428	4.7	280	46.	93-2200	L	G	C	7-3	15	PC	Mo	Zen	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	893	G	TX	118	Opt	31½	41x2½	62¾x3	N
10	478	4.4	318	51.2	103-2200	L	G	C	7-3	15	PC	Mo	Zen	M	AL	AL	D.Fu	Yo	Spi	Tim	Ros	L4IHV	658	G	TX	92	Opt	31½	41x2½	62¾x3	N
11	314	5.2	213	33.7	75-2400	L	G	C	7-3	12⅝	FP	Ow	Str	M	DR	DR	dpLo	GO	Spi	Tim 31000	Ros	LO4ID	450	e	2I	124¼	72⅝	34½	40x2½	54x3	½
12	358	5.2	240	38.4	84-2500	L	G	C	7-3	12⅝	FP	Ow	Str	M	DR	DR	dpLo	GO	Spi	Tim 33000	Ros	LO4IDV	450	e	2I	115¼	63⅝	34½	40x2½	54x3	½
13	358	5.2	240	38.4	84-2500	L	G	C	7-3	12⅝	FP	Ow	Str	M	DR	DR	dpLo	GO	Spi	Tim 33000	Ros	LO4IDV	574	e	2I	115¼	63⅝	34½	42½x3	54x3	½
14	358	5.2	240	38.4	84-2500	L	G	C	7-3	12⅝	FP	Ow	Str	M	DR	DR	dpLo	GO	Spi	Tim 35000	Ros	LO4IDV	519	e	2I	115¼	63⅝	34½	42½x3	54x3	½
15	358	5.2	240	38.4	84-2500	L	G	C	7-3	12⅝	FP	Ow	Str	M	DR	DR	dpLo	GO	Spi	Tim 35000	Ros	LO4IDV	519	e	2I	115¼	63⅝	34½	42½x3	54x3	½
16	404	5.1	271	43.4	94-2500	L	G	C	7-3	14½	FP	Ow	Str	M	DR	DR	dpLo	GO	Spi	Tim 35000	Ros	LO4IDV	519	e	FD	174⅜	104½	34½	40x2½	54x3	½
17	404	5.1	271	43.4	94-2500	L	G	C	7-3	14½	FP	Ow	Str	M	DR	DR	dpLo	GO	Spi	Tim 35000	Ros	LO4IDV	519	e	FD	110	62	34½	40x2½	54x3	½
18	404	5.1	271	43.4	94-2500	L	G	C	7-3	14½	FP	Ow	Str	M	DR	DR	dpLo	GO	Spi	Tim 35000	Ros	LO4IDV	519	e	FD	174⅜	104½	34½	40x2½	54x3	½
19	453	5.1	309	48.6	101-2400	L	G	C	7-3	14½	FP	Ow	Str	M	DR	DR	dpLo	GO	Spi	Tim 35000	Ros	LO4IDV	519	e	FD	110	62	34½	40x2½	54x3	½
20	404	5.1	271	43.4	94-2500	L	G	C	7-3	14½	FP	Ow	Str	M	DR	DR	dpLo	GO	Spi	Tim 26450	Ros	LO4IDV	544	e	FD	122½	74½	34½	42½x3	54⅜x4	½
21	453	5.1	309	48.6	101-2400	L	G	C	7-3	14½	FP	Ow	Str	M	DR	DR	dpLo	GO	Spi	Tim 26450	Ros	LO4IDV	544	e	FD	122½	74½	34½	42½x3	54⅜x4	½
22	453	5.1	309	48.6	101-2400	L	G	C	7-3	14½	FP	Ow	Str	M	DR	DR	dpLo	GO	Spi	Tim 27450	Ros	LO4IDV	664	e	FD	121¾	73¾	34½	42½x3	54⅜x4	½
23	453	5.1	309	48.6	101-2400	L	G	C	7-3	14½	FP	Ow	Str	M	DR	DR	dpLo	GO	Spi	Own SCH	Ros	O2IMV	502	e	FD	88½	158⅞	34½	42½x3	55x4	½
24	453	5.1	309	48.6	101-2400	L	G	C	7-3	14½	FP	Ow	Str	M	DR	DR	dpLo	GO	Spi	Tim 26450	Ros	BO4IMV	670	e	FD	119½	210	34½	42½x3	54⅜x4	½
25	677	4.6	462	60.0	126-1800	L	G	A	4-3½	11⅜	PC	Wa	Str	M	DR	DR	dpBL	GO	Spi	Tim 27450	Ros	LO4IDV	664	e	FD	122⅜	74⅝	34½	42½x3	54⅜x4	½
26	453	5.1	309	48.6	101-2400	L	G	C	7-3	14½	FP	Ow	Str	M	DR	DR	dpLo	GO	Spi	Tim 26450	Ros	O41A	544	e	FD	175⅛	105	34½	42½x3	54⅜x4	½
27	453	5.1	309	48.6	101-2400	L	G	C	7-3	14½	FP	Ow	Str	M	DR	DR	dpLo	GO	Spi	Tim 26450	Ros	O41A	544	e	FD	223	104¾	34½	42½x3	54⅜x4	½
28	677	4.6	462	60.0	126-1800	L	G	A	4-3½	11⅜	PC	Wa	Str	M	DR	DR	dpBL	GO	Spi	Tim 27450	Ros	O41A	544	e	FD	175⅛	105⅝	34½	42½x3	54⅜x4	½
29	780	4.7	475	66.1	156-1800	L	G	A	7-3	16⅛	FP	St	Ze2	M	NE	LN	dpBL	GO	Spi	Tim 27450	Ros	Ws4IA	664	e	FD	114¾	84	34½	42½x3	54⅜x4	½
30	358	5.2	240	38.4	84-2500	L	G	C	7-3	12⅝	FP	Ow	Str	M	DR	DR	dpLo	GO	Spi	Tim 35000	Ros	LO4IDV	450	e	2I	112	64¼	34	41x2½	53x3	½
31	404	5.1	271	43.4	94-2500	L	G	C	7-3	14½	FP	Ow	Str	M	DR	DR	dpLo	GO	Spi	Tim 26450	Ros	LO4IDV	544	e	FD	124	71¼	34	41½x3	53x3	½
32	404	5.1	271	43.4	94-2500	L	G	C	7-3	14½	FP	Ow	Str	M	DR	DR	dpLo	GO	Spi	Tim 26450	Ros	LO4IDV	544	e	FD	121½	73¼	34	41x3	53½x4	½
33	453	5.1	309	48.6	101-2400	L	G	C	7-3	14½	FP	Ow	Str	M	DR	DR	dpLo	GO	Spi	Tim 27450	Ros	LO4IDV	660	e	FD	121¾	73¼	34	41x3	53½x4	½
34	453	5.1	309	48.6	101-2400	L	G	C	7-3	14½	FP	Ow	Str	M	DR	DR	dpLo	GO	Spi	Tim 27450	Ros	LO4IDV	660	e	FD	104	73¼	34	41x3	53½x4	N
35	221	4.9	144	27.3	63-3000	L	G	C	4-2⅜	6⅞	FP	No	Sch	M	DR	DR	P.Lo	Ch	Blo	Tim 30000H	Ros	L4IH	269	a	TX	120	82½	32	42½x2¼	58x2½	N
36	255	5.1	175	27.3	69-2600	L	G	C	4-2⅜	7⅝	FP	No	Sch	M	DR	DR	P.BL	Ch	Blo	Tim 31000H	Ros	L4IH	330	a	TX	144	82½	32	42½x2¼	58x2½	N
37	255	5.1	182	27.3	90-3200	F	G	A	4-2⅜	6⅛	CC	Wa	Sch	M	DR	DR	P.BL	Ch	Blo	Tim 33000H	Ros	L4IH	330	a	TX	144	96½	32	42½x2½	58x3	N
38	358	5.1	254	38.4	110-2800	F	G	A	7-2⅛	12½	CC	Wa	Ma	M	DR	DR	P.BB	Ch	Blo	Tim 35000H	Ros	L4IH	376	a	TD	144	96½	32	42½x2½	58x3	N
39	462	5.0	324	45.9	125-2600	F	G	A	7-3	13⅞	CC	Wa	Str	M	DR	DR	P.BL	Ch	Blo	Tim 35000H	Ros	L4IHV	462	E	FD	Opt	Opt	32	42½x2½	58x3	N
40	214	4.9	142	27.3	72-3200	L	C	A	4-2⅜	6⅜	CC	No	Zen	M	AL	AL	P.BB	GO	Spi	Col 4006	Ros	B4IM	248	G	TX	111	65	34	37x2¼	52x2½	½
41	248	4.9	170	27.3	78-3100	L	C	C	7-2⅜	10⅜	CC	No	Zen	M	AL	AL	P.BB	GO	Spi	Col 5500A8	Ros	L4IH	353	G	CD	111	65	34	37x2¼	52x2½	½
42	248	....	170	27.3	78-3100	L	C	C	7-2⅜	10⅜	CC	No	Zen	M	AL	AL	P.BB	GO	Spi	Col 5500A9	Ros	L4IH	353	G	CD	141	84	34	37x2¼	52x2½	½
43	311	4.2	196	38.4	73-2400	H	C	N	7-2¼	13⅜	CC	No	Zen	M	AL	AL	D.BL	GO	Spi	Col 5500A7	Ros	L4IH	353	G	CD	108	69	34	40x2½	54x3	½
44	311	4.2	196	38.4	73-2400	H	C	N	7-2¼	13⅜	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Col 5500A7	Ros	L4IHV	386	G	CD	108	69	34	40x2½	54x3	½
45	288	4.7	180	32.6	73-2700	L	G	N	7-2⅝	11⅞	FP	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 5582B	Ros	L4IHV	386	G	CD	168	101	34	40x2½	54x3	½
46	311	4.2	196	38.4	73-2400	H	C	N	7-2¼	13⅜	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 15582B	Ros	L4IHV	380	G	CD	142	83	34	40x2½	54x3	½
47	360	....	240	40.8	90-2500	L	G	N	7-2⅝	13	CC	KP	Zen	M	AL	AL	P.BB	GO	Spi	Shu 15582B	Ros	L4IH	380	G	CD	168	101	34	40x2½	54x3	½
48	381	4.4	236	40.8	89-2400	H	C	N	7-2¾	13⅜	FP	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 15582B	Ros	L4IHV	546	G	CD	142	83	34	40x2½	54x3	½
49	427	4.2	268	45.9	100-2400	H	C	N	7-2¾	13⅜	FP	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 15692B	Ros	L4IHV	546	G	CD	142	83	34	40x2½	54x3	½
50	381	4.4	236	40.8	89-2400	H	C	N	7-2¾	13⅜	FP	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 15692B	Ros	L4IHV	546	G	CD	142	83	34½	40x2½	54x3	½
51	427	4.2	268	45.9	100-2400	H	C	N	7-2¾	13⅜	FP	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 15692B	Ros	L4IHV	546	G	CD	142	83	34½	40x2½	54x3	½
52	501	4.3	340	48.6	120-2200	H	C	A	7-2¾	13⅞	CC	KP	Zen	M	AL	AL	D.Fu	GO	Spi	Shu 15692B	Ros	L4IHV	546	G	CD	210	125	34½	40x2½	54x3	½
53	501	4.3	340	48.6	120-2200	H	C	A	7-2¾	13⅞	CC	KP	....	M	AL	AL	D.Fu	Go	Spi	Shu 15692B	Ros	LW4IV	600	G	CD	210	125	34¾	40x2½	54x3	½
54	206	5.2	146	26.3	56-2750	H	G	C	3-2⅛	5⅛	PG	No	Car	M	DR	DR	P.Ow	Ha	Own	Own	Own	O41M	129	p	4I	....	27⅛	....	36x1¾	54x1¾	N
55	206	5.2	146	26.3	56-2750	H	G	C	3-2⅛	5⅛	PG	No	Car	M	DR	DR	P.Ow	Ha	Own	Own	Own	O41M	246	p	2I	85⅛	50⅛	37	36x1¾	45x2½	N
56	206	5.2	146	26.3	56-2750	H	G	C	3-2⅛	5⅛	PG	No	Car	M	DR	DR	P.Ow	Ha	Own	Own	Own	O41M	246	p	2I	111⅛	76¼	37	36x1¾	45x2½	½
57	393	4.9	260	42.0	103-2600	L	G	C	7-3	11½	FP	Ha	Zen	P	DR	DR	D.Fu	Pe	Spi	Wis CF15	Ros	W2/4IM	476	p	TD	108	78	30	48x3	48x3	C
58	428	4.7	280	45.9	107-2600	L	G	C	7-3	11½	FP	Ha	Zen	P	DR	DR	D.Fu	Pe	Spi	Wis CF25	Ros	W2/4IM	476	p	TD	144	89	30	48x3	48x3	C
59	468	4.8	192	43.4	108-2200	L	G	C	7-3	11½	FP	Ha	Zen	P	DR	DR	D.Fu	Pe	Spi	Wis CF30	Ros	W2/4IM	476	p	TD	144	89	30	48x3	48x3	C
60	525	4.9	336	48.2	114-2200	L	G	C	7-3	11½	FP	Ha	Zen	P	DR	DR	D.Fu	Pe	Spi	Wis CF30	Ros	W2/4IM	476	p	TD	144	89	30	48x3	48x3	C
61	525	4.9	336	48.2	114-2200	L	G	C	7-3	11½	FP	Ha	Zen	P	DR	DR	D.Fu	Pe	Spi	Wis CF122	Ros	W2/4IM	530	G	TD	168	105	30	48x3½	52x3½	C
62	638	4.3	410	54.1	126-1850	L	G	C	4-3	10⅞	FP	Bu	Str	P	DR	DR	D.Fu	Pe	Spi	Wis CF122	Ros	W2/4IM	530	G	TD	168	105	30	48x3½	52x3½	C
63	779	4.3	475	66.1	170-1800	L	G	A	7-3	13½	FP	St	Zen	P	NE	NE	dp.BL	Pe	Spi	Wis CF122	Ros	O2/4IA	530	G	TD	Opt	105	30	48x3½	52x3½	C
64	200	4.7	125	24.0	49-2800	L	C	A	3-2⅛	5⅞	FP	No	Zen	M	DR	DR	P.BB	Pe	Spi	Own 8F	Ros	L4IH	268	p	TX	96	53	34	38x2¼	50x2½	N
65	214	4.9	142	27.3	72-3200	L	C	A	4-2⅜	6⅜	FP	No	Zen	M	DR	DR	P.BB	Pe	Spi	Own 8F	Ros	L4IH	268	p	TX	96	55	34	38x2¼	50x2½	N
66	214	4.9	142	27.3	72-3200	L	C	A	4-2⅜	6⅜	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 30020H	Ros	L4IH	287	p	TX	Opt	Opt	34	38x2¼	50x2½	½
67	248	5.0	160	27.3	78-3200	L	C	C	7-2⅜	10⅛	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L4IH	327	a	TX	Opt	Opt	34	38x2¼	54x3	½
68	318	4.6	200	36.0	80-2700	L	C	C	7-2⅝	11⅛	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	345	a	TX	134	82	34	40x2½	54x3	½
69	318	4.6	200	36.0	80-2700	L	C	C	7-2⅝	11⅛	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	345	a	TX	134	82	34	40x2½	54x3	½
70	318	4.5	200	36.0	80-2700	L	C	C	7-2⅝	11⅛	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	660	a	TX	144	88	34	40x2½	54x3	½
71	318	4.5	200	36.0	80-2700	L	C	C	7-2⅝	11⅛	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	660	a	TD	144	97	34	40x2½	54x3	½
72	360	4.4	240	40.8	90-2500	L	C	C	7-2⅝	11⅛	FP	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	768	a	TD	132	92	34	40x2½	54x3	½
73	383	4.5	236	43.3	95-2500	L	C	C	7-2⅝	11⅛	FP	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim 26450H	Ros	T4IHV	876	a	TD	162	109	34	46x3	60x3½	½
74	427	4.2	268	45.9	112-2400	H	C	C	7-2¾	11⅛	FP	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim27450TW	Ros	T4IA	921	a	TD	162	109	34	46x3	56x4	½
75	248	5.0	160	27.3	78-3200	L	C	C	7-2⅜	10⅛	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 30020H	Ros	L4IHV	380	p	TX	(3)	(3)	34	38x2¼	50x2½	½
76	318	4.6	200	36.0	80-2700	L	C	C	7-2⅝	11⅛	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L4IHV	452	a	TX	(3)	(3)	34	38x2¼	54x3	½
77	360	4.4	240	40.8	90-2500	L	C	C	7-2⅝	11⅛	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IHV	578	a	TD	(3)	(3)	34	40x2½	54x3	½
78	383	4.5	236	43.3	95-2500	H	C	C	7-2⅝	11⅛	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IHV	660	a	TD	(3)	(3)	34	40x2½	54x3	½
79	500	4.2	340	48.6	121-2400	H	C	A	7-2¾	13⅜	FP	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim 35000A	Ros	L4IHV	768	a	TD	(3)	(3)	34	40x2½	54x3	½
80	611	4.5	384	54.1	127-2300	L	G	A	7-3	13⅜	FP	No	Zen	M	DR	DR	dpBL	Pe	Spi	Tim 26450W	Ros	Ws4IA	921	a	TD	(3)	(3)	34	46x3	60x3½	½
81	228	4.4	141	27.3	59-2800	L	G	A	7-2½	10⅛	PC	No	Zen	M	DR	DR	P.BB	GO	Spi	Tim 30000H	Ros	L4IH	269	a	XF	106½	58½	34	40x2¼	54x2½	½
82	263	4.4	164	31.5	68-2800	L	G	C	7-2½	10⅛	PC	No	Zen	M	DR	DR	P.BB	Pe	Spi	Tim 30000H	Ros	L4IH	269	a	XF	104½	56½	34	40x2¼	54x2½	½
83	282	4.4	175	33.7	73-2800	L	G	A	7-2½	10⅛	PC	No	Zen	M	DR	DR	P.BB	Pe	Spi	Tim 31000H	Ros	L4IH	282	a	XF	130½	78½	33½	40x2¼	54x3	½
84	339	4.7	216	38.4	76-2400	L	G	C	7-2⅜	13¼	PC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	353	a	DF	121	70	33½	40x2¼	54x3	½
85	383	4.7	267	43.3	92-2400	L	G	C	7-2⅜	13¼	PC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	395	a	DF	131	79½	34	42x2½	56x3	½
86	383	4.7	267	43.3	92-2400	L	G	C	7-2⅜	13¼	PC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000H	Ros	L4IH	484	a	DF	131	79½	34	42x2½	56x3	½
87	529	4.4	347	51.3	114-2200	L	G	A	7-3	12½	PC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 26450H	Ros	L4IH	692	a	DF	132	78	33	46x3	60x4	½
88	228	4.7	148	27.3	63-2800	L	G	C	7-2½	10⅛	PC	No	Zen	M	AL	AL	P.BB	GO	Spi	Cla F212A	Ros	L4IH	218	a	TX	93	51½	34	42x2	50x2½	½
89	228	4.7	148	27.3	63-2800	L	G	C	7-2½	10⅛	PC	No	Zen	M	AL	AL	P.BB	GO	Spi	Cla F212A	Ros	L4IH	218	a	TX	93	51½	34	42x2	50x2½	½
90	228	4.7	148	27.3	63-2800	L	G	C	7-2½	10⅛	PC	No	Zen	M	AL	AL	P.BB	GO	Spi	Cla F212A	Ros	L4IH	252	a	TX	93	51½	34	42x2	50x2½	½
91	228	4.7	148	27.3	63-2800	L	G	C	7-2½	10⅛	PC	No	Zen	M	AL	AL	P.BB	GO	Spi	Cla F212A	Ros	L4IH	222	a	TX	96	54	34	42x2½	53x2½	½
92	263	5.4	164	31.5	68-2800	L	G	A	7-2½	10⅛	PC	No	Zen	M	AL	AL	P.BB	GO	Spi	Cla F308	Ros	L4IH	350	a	TX	126	72	34	42x2½	53x2½	½
93	228	4.7	148	27.3	63-2800	L	G	C	7-2½	10⅛	PC	No	Zen	M	AL	AL	P.BB	GO	Spi	Cla F212A	Ros	L4IH	335	a	TX	126	72	34	42x2½	53x2½	½
94	282	5.35	176	33.7	73-2800	L	G	A	7-2½	10⅛	PC	No	Zen	M	AL	AL	P.BB	GO	Spi	Cla F308	Ros	L4IH	350	a	TD	126	72	34	42x2½	53x2½	½
95	263	5.4	164	31.5	68-2800	L	G	A	7-2½	10⅛	PC	No	Zen	M	AL	AL	P.BB	GO	Spi	Cla F308	Ros	L4IH	350	a	TD	126	72	34	42x2½	53x2½	½
96	263	5.4	164	31.5	68-2800	L	G	A	7-2½	10⅛	PC	No	Zen	M	AL	AL	P.BB	GO	Spi	Cla F308	Ros	L4IH	350	a	TD	126	72	34	42x2½	53x2½	½
97	339	5	0 232	38.4	103-2800	L	G	A	7-2⅜	13¼	PC	Ha	Zen	M	AL	AL	P.BB	GO	Spi	Cla F308	Ros	L4IHV	350	a	TD	117	74⅜	34	45¼x2½	56x3	½
98	339	5.0	232	38.4	103-2800	L	G	A	7-2⅜	13¼	PC	Ha	Zen	M	LN	LN	P.BB	GO	Spi	Cla F308	Ros	L4IHV	350	a	TD	Opt	113⅜	34	45¼x2½	56x3	½
99	384	5	05 258	43.3	107-2800	L	G	C	7-2⅜	13¼	PC	Ha	Zen	M	LN	LN	D.Co	GO	Spi	Shu 5582B	Ros	L4IHV	410	pa	TD	138	87⅜	34	45¼x2½	56x3	½
100	282	5.3	176	33.7	73-2800	L	G	A	7-2½	10⅛	PC	Ha	Zen	M	AL	AL	P.BB	GO	Spi	Cla F308	Ros	L4IH	350	a	TD	126	72	34	42x2½	53x3	½
101	501	4.4	330	48.6	110-2200	L	G	C	7-3	12½	PC	Ha	Zen	M	LN	LN	D.Co	GO	Spi	Shu 5582B	Ros	L4IHV	499	a	TD	138	88	34	45¼x2½	56x3	½
102	339	5.0	232	38.4	103-2800	L	G	A	7-2⅜	13¼	PC	Ha	Zen	M	AL	AL	D.Co	GO	Spi	Shu 5582B	Ros	L4IHV	408	pa	TD	114	71⅝	34	45¼x2½	56x3	½
103	339	5.0	232	38.4	103-2800	L	G	A	7-2⅜	13¼	PC	[illegible]	Zen	M	AL	AL	P.BB	GO	Spi	Cla F308	Ros	L4IHV	408	a	TD	117	74⅜	34	45¼x2½	56x3	½
104	428	4.4	280	45.9	93-2200	L	G	C	7-3	14	PC	[illegible]	Zen	M	AL	AL	D.Co	GO	Spi	Shu 5582B	Ros	L4IHV	499	a	TD	120	79½	34	45¼x2½	56x3	½
105	384	5.0	258	43.3	107-2800	L	G	A	7-2⅜	13¼	PC	Ha	Zen	M	AL	AL	P.BB	GO	Spi	Shu 5582B	Ros	L4IHV	499	a	TD	120	74½	34	45½x2½	56x3	½

Line Number	Make and Model	GENERAL (See Keynote) Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	TIRE SIZE Front	Rear	MAJOR UNITS. ENGINE Make and Model	No. of Cylinders Bore and Stroke	TRANSMISSION Make and Model	Location and Forward Speeds	Aux. Location and Speeds	REAR AXLE Make and Model	Gear and Type	Drive and Torque	GEAR RATIOS In High	In Low	FRAME Side Rail Dimensions	Type
1	Diamond T....740	5–6	3750	178	232	22000	8500	B9.75/20	DB9.75/20	Her RXB	6–4½x5¼	Co SA5	A 5	Op	Wis 1237H	2F	R	Opt	Opt	7½x3½x¼	P
2	(Concluded)..750	5–7	4450	178	232	28000	10000	B9.75/22	DB9.75/22	Her RXC	6–4½x5¼	Co SA5	A 5	Op	Wis 1737 KW	2F	R	Opt	Opt	7½x3½x¼	P
3	.....750H	5–7	4050	178	232	28000	10000	B9.75/20	DB9.75/20	Her RXC	6–4½x5¼	Co SA5	A 5	Op	Wis 1737H	2F	R	Opt	Opt	7½x3½x¼	P
4	1515	7½	6600	171	Op	36000	12000	B10.50/24	DB10.50/24	Her HXB	6–5x6	BL 744	A 4	A 3	Wis 79730	2F	R	Opt	Opt	9x3½x¼	P
5	Differential...E-131	2½	3200	160	160	18100	5100	B9.00/20	DB9.00/20	Lyc ASD	6–3¾x4½	BL 314	U 4	No	Tim 58200	BF	H	7.8	51.4	12x2½x¼	P
6	Dodge Bros....HC	Com'l	340	111	111	.....	1775	B5.50/17	DB5.25/17	Own	6–3⅛x4⅛	Own	U 3	No	Own	S½	H	4.37	12.2	5x2¾	.....
7	.....HCL	Com'l	365	119	119	.....	1805	B5.25/17	B5.25/17	Own	6–3⅛x4⅛	Own	U 3	No	Own	S½	H	4.37	12.2	5½x2¾x⅜	X
8	.....UG20	¾–1	537	131	157	5900	2450	B7.50/17	B7.50/17	Own	4–3⅝x4¾	Own	U 4	No	Own	SF	H	5.85	36.1	7x2¾x¼	C
9	.....G20	¾–1	597	131	157	5975	2520	B7.50/17	B7.50/17	Own	6–3⅛x4¾	Own	U 4	No	Own	SF	H	5.85	36.1	7x2¾x¼	C
10	.....H20	¾–1	502	131	157	6075	2667	B7.00/20	DB7.00/20	Own	6–3¼x4⅜	Own	U 4	No	Own	SF	H	5.86	37.5	6¾x2¾x¼	C
11	.....UG-30	1½–2	525	131	157	8200	2490	B6.00/20	P32x6	Own	4–3¾x4¾	Own	U 4	No	Own	SF	H	5.85	36.1	7x2¾x¼	C
12	.....G30	1½–2	585	131	157	8275	2560	B6.00/20	P32x6	Own	6–3¼x4⅜	Own	U 4	No	Own	SF	H	5.85	36.1	7x2¾x¼	C
13	.....(5a) H30	1½–2	490	131	157	8400	2612	B6.00/20	P32x6	Own	6–3¼x4⅜	Own	U 4	No	Own	SF	H	5.85	37.4	6¾x2¾x¼	C
14	.....F-35	1½–2½	1425	140	165	10175	3780	B6.00/20	DB6.00/20	Own	6–3⅜x3⅞	Own	U 4	No	Own	SF	H	6.38	41.4	7⅛x2⅛x¼	C
15	.....G43	2–3	795	136	165	10500	3345	B7.00/20	DB7.00/20	Own	6–3¼x4¾	Own	U 5	No	Own	SF	H	6.37	50.9	8⅛x2¾x¼	C
16	.....H43	2–3	795	136	165	11000	3350	B7.00/20	DB7.00/20	Own	6–3¼x4⅜	Own	U 5	No	Own	SF	H	6.37	46.0	8⅛x2¾x¼	C
17	.....F-40	2–3½	1995	150	190	16000	5173	B6.50/20	DB6.50/20	Own	6–3⅝x5	Own	U 4	No	Own	SF	H	6.38	43.7	9⅛x3¼x¼	C
18	.....	3–4	1515	135	185	12250	4235	P32x6	DP32x6	Own	6–3⅝x4½	Own	U 4	No	Own	S½	H	7.13	46.3	7x2⅞x⅛	C
19	.....(5) F-61	3–5½	2575	170	195	20000	5789	P32x6	DP32x6	Own	6–3⅝x5	Own	U 4	No	Own	SF	H	7.12	48.8	10x3¼x⅜	C
20	.....(5) G-82	4–7½	5350	195	220	25000	8040	B9.75/20	DB9.75/20	Own	8–3½x5	Own	U 5	No	Own	SF	H	7.71	69.6	10⅛x3⅜x¼	C
21	Fageol.....102	1½–2½	1250	148	172	11200	3825	B6.00/20	DB6.00/20	Wau ZK	6–3⅜x4½	WG T9	U 4	No	Tim 53200H	BF	H	5.66	36.2	6¾x3¼	C
22	106	1½–2½	1600	161	173	11200	3975	B7.00/20	DB7.00/20	Wau TS	6–3½x4¾	WG T9	U 4	No	Tim 53200H	BF	H	5.66	36.2	5½x3¾x¼	C
23	135	2–3	1850	161	177	13400	5150	B7.50/20	DB7.00/20	Wau TL	6–3¾x4¾	WG T9	U 4	No	Tim 54200H	BF	H	5.83	37.3	5½x3¾x¼	C
24	250	2½–4	2450	178	196	16300	5750	B8.25/20	DB8.25/20	Wau MK	6–4½x4¾	BL 314	U 4	No	Tim 56200H	BF	H	6.16	40.6	8x3¾x¼	C
25	300	3–5	3100	178	196	19500	6500	B9.00/20	DB9.00/20	Wau MK	6–4½x4¾	BL 314	U 4	No	Tim 58200H	BF	R	6.83	45.1	8x3¾x¼	T
26	370	5–7	4600	182	200	25300	8080	B9.75/20	DB9.75/20	Wau SRK	6–4⅝x5½	BL 554	U 4	A 3	Tim 65706	WF	R	5.69	139.	7½x3½x¼	C
27	Federal.....DM	.....	900	120	120	8000	3050	B6.00/20	P32x6	Con W10	4–3⅞x4¼	WG T9	U 4	No	Cla B374	SF	H	5.67	38.2	6x2¾x¼	C
28	.....15A	1½	695	137	174	10000	3500	B6.00/20	P32x6	Her JXA	6–3⅝x4¼	WG T9	U 4	No	Cla B374	SF	H	6.38	40.8	8½x2½x⅜	T
29	.....20A	2	1095	137	187	12000	3900	B6.50/20	DB6.50/20	Her JXB	6–3⅝x4¼	WG T9	U 4	No	Tim 54200H	SF	H	6.80	43.5	8½x2½x⅜	T
30	.....25A	2½	1395	137	201	14000	4500	B7.00/20	DB7.00/20	Her JXC	6–3¾x4¼	Cla R100	U 5	No	Cla B640	SF	H	6.38	45.2	8½x2½x⅜	T
31	.....T3W	2½	1595	148	185	14000	5110	P32x6	P36x8	Wau V	4–4x5	Own 7754	A 4	No	Tim 64603H	W½	R	7.25	36.3	6x3½x¼	C
32	.....T3WFA	2½–3	1795	148	185	16000	5400	P32x6	DP32x6	Wau V	4–4x5	Own 7754	A 4	No	Tim 65001H	WF	R	8.75	43.8	6x3½x¼	C
33	.....A7	2½–3	1945	175	237	15000	6050	B8.25/20	DB8.25/20	Wau 6MS	4–3¾x4¾	Cla R100	A 5	No	Cla B642	SF	H	6.43	45.5	10x3½x¼	T
34	.....A8	3½–4	2295	175	237	18000	6550	B9.00/20	DB9.00/20	Wau 6MK	6–4½x4¾	Cla R900	A 5	No	Tim 58200H	SF	H	6.83	55.5	10x3½x¼	T
35	.....A8DR	3½–4	2420	175	237	18000	6570	B9.00/20	DB9.00/20	Wau 6MK	6–4½x4¾	Cla R900	A 5	No	Tim 75200H	2F	H	7.0	56.9	10x3½x¼	T
36	.....T10B	3½–4	2550	165	230	19000	6645	P34x7	DP34x7	Con 18R	6–4x4½	Own 7784	A 4	No	Tim 58200H	BF	R	6.83	44 5	7½x3½x½	C
37	...T10DR-T10W	3½–4	2685	165	230	19000	6645	P34x7	DP34x7	Con 18R	6–4x4½	Own 7784	A 4	No	Tim 65200H	w 2F	R	6.75	44.0	7½x3½x¼	C
38	.....A600	2½–3	1745	157	206	15000	5050	B7.50/20	DB7 50/20	Con E600	6–3½x4½	Own 7784	A 4	No	Cla B610	SF	H	6.38	38.5	6x3½x¼	C
39	.....A600T	3–3½	2045	157	206	17000	6100	B8.25/20	DB8.25/20	Con E601	6–3¾x4½	Own 7784	A 4	No	Tim 58000H	SF	H	7.8	50.8	6x3½x¼	P
40	.....A600TDR-A600TW	3–3½	2180	157	206	17000	6100	B8.25/20	DB8.25/20	Con E601	6–3⅝x4½	Own 7784	A 4	No	Tim 65001H	w/2F	H	7.5	48.9	6x3½x¼	C
41	.....U6-U6DR	4½–5	3860	165	230	22000	7420	P36x8	DP36x8	Con 20R	6–4½x4¾	Cla B 710	A 5	No	Tim 65706H	w/2F	R	7.75	50.4	7½x3½x¼	C
42	.....C7-C7W	6	4485	195	249	26000	9550	B9.75/20	DB9.75/20	Con 21R	6–4⅝x4¾	Cla B 710	A 5	No	Tim 76725H	w/2F	R	7.92	51.5	7⅝x3½x¼	P
43	.....C8-C8W	6	4895	195	249	26000	9650	B9.75/20	DB9.75/20	Con 21R	6–4⅝x4¾	Cla B 710	A 5	No	Tim 76725W	w/2F	R	7.92	51.5	7⅝x3½x¼	P
44	.....X8DR-X8	7½	4335	162	186	30000	9750	S36x6	S40x14	Con B7	6–5x6	Cla B 710	A 5	No	Tim 68700DP	w/2F	R	11	77.0	9½x3½x½	C
45	.....X8RDR-X8R	7½	4735	162	186	30000	10475	P40x8	DP40x8	Con 21R	6–4⅝x4¾	Cla B 710	A 5	No	Tim 68702DP	w/2F	R	11	76.0	9½x3½x½	C
46	Ford Comm.....	.....	320	112	112	.....	1688	B5.50/17	B5 50/17	Own	4–3⅛x4¼	Own	U 3	No	Own	S¾	U	4.1	13.9	6x1¾x.105	C
47	.....Truck	1½	470	131	131	.....	2864	B6.00/20	P32x6	Own	4–3⅞x4¼	Own	U 4	No	Own	S¾	U	6.6	42.2	7x2¾x⅛	C
48	.....Truck	1½	500	157	157	.....	3140	B6.00/20	P32x6	Own	4–3¾x4¼	Own	U 4	No	Own	S¾	U	6.6	42.2	7x2¾x⅛	C
49	FWD.....H4	1½–2	3325	120	160	11000	5300	P34x7	P34x7	Wis SU	4–4x5	Cot A	A 4	Op	Own H	BF	H	7.86	38.0	5½x2¼x⅜	C
50	(All 4Wh.Dr.) H6	2–2½	3385	133	180	13000	5900	P9.00/20	P9.00/20	Wau MS	6–3¾x4¾	BL 51	U 4	No	Own H	BF	H	8.92	47.7	5½x2¼x⅜	C
51	.....HH-6	2½–3	4135	138	170	16000	6900	P9.75/20	P9.75/20	Wau MK	6–4½x4¾	BL 55	A 7	R 2	Own U	BF	H	6.95	84.7	5½x2¼x⅜	C
52	.....B	3	4200	124	156	15500	6460	S36x6	S36x6	Own A	4–4¾x5½	Cot DAF	A 3	Op	Own B	BF	H	8.9	35.6	5½x2¼x⅜	C
53	.....CU-6	3½–4	4985	147	179	19500	8000	B10.50/20	B10.50/20	Wau SRS	6–4½x5½	Own U	A 5	Op	Own U	BF	H	8.9	88.6	7x3⅜	C
54	.....CU6A	3½–4	4685	147	179	19000	7800	B10.50/20	DB10.50/20	Wau SRS	6–4½x5½	BL 615	U 5	Op	Own U	BF	H	6.72	55.2	7x3⅜	C
55	.....SSU	4–5	5135	147	179	22000	8300	B11.25/20	B11.25/20	Wau SRL	6–4⅝x5½	Own U	A 5	Op	Own U	BF	H	8.9	88.6	7x3⅜	C
56	.....SSUA	4–5	4835	147	179	21500	8100	B11.25/20	B11.25/20	Wau SRL	6–4⅝x5½	BL 706	U 5	Op	Own M	BF	H	7.35	73.7	7x3⅜	C
57	.....M5	5–7½	7400	165	235	29500	11200	B12.75/20	DB12.75/20	Wau SRK	6–4⅝x5½	BL 714	U 4	A 2	Wis 131W	2F	H	10 0	207.	8x3¾	C
58	.....MF6	5–6	5785	147	179	24500	9100	B10.50/20	DB10.50/20	Wau SRK	6–4⅝x5½	Own U	A 5	Op	Own M	BF	H	7.35	73.0	8x3¾	C
59	(Frt. Wh. Dr.)..LBU	5–6	4800	171	Op	23500	9000	B9.00/20	DB9.00/20	Wau SRS	6–4½x5½	BL 55	U 4	Op	Own U	D	H	7.35	39.5	7x3⅜	C
60	.....M7	7½–10	8500	165	195	37000	12400	P40x10	DP40x10	Wau RB	6–5x5¾	BL 714	U 4	A :	Wis 131W	2F	H	8.36	173.	10x3x⅛	C
61	.....(T)72-T	25–30	7000	120	Op	72000	10450	B9.75/20	DB9.75/20	Wau 125	6–4⅝x5½	BL 724	U 4	No	Wis 1237	2F	H	6.7	47.4	8x3¾	C
62	General Mot.(6) T15	½–1½	645	130	141	6500	2625	B5.50/20	B5 50/20	Own 200	6–3⅛x3⅞	Own	U 3	No	Own	S½	H	4.86	16.1	6x2¼x⅛	TL
63	.....T18	1½–2	595	131	157	8200	2785	P30x5	P32x6	Own 200	6–3⅛x3⅞	Own	U 4	No	Own	S½	U	5.43	35.7	6x2¼x⅛	TL
64	.....T18	1½–2	675	131	157	8500	3130	P30x5	P32x6	Own 221	6–3⅛x4⅝	Own	U 4	No	Own	S½	U	5.43	35.7	7⅛x2⅝x¼	T
65	.....T19	1½–2½	745	130	164	10000	3110	B5.50/20	P32x6	Own 200	6–3⅛x3⅞	Own	U 4	Op	Own	SF	H	6.2	40.7	6x2¼x⅛	TL
66	.....T25	1½–2	1200	130	152	9000	3375	B6.00/20	B7.50/20	Buick	6–3⅛x4⅝	Own	U 4	No	Own	S½	H	5.83	29.6	6x2¼x⅛	TL
67	.....T23	2–3	745	131	157	10000	3080	B6.50/20	DB6.50/20	Own 200	6–3⅛x3⅞	Own	U 4	Op	Own	SF	H	6.2	40.7	6x2¼x⅛	TL
68	.....T22	2–3	795	131	166	10500	3420	B6.50/20	DB6.50/20	Own 221	6–3⅛x4⅝	Own	U 4	Op	Own	SF	H	5.67	37.3	7⅛x2¼x¼	TL
69	.....T26	2–3	1210	130	164	11000	3685	B6.50/20	B8.25/20	Own 257	6–3⅛x4⅝	Own	U 4	No	Own	SF	H	5.67	35.7	7⅛x2¼x¼	TL
70	.....T30	2–3	1545	141	164	12500	4490	P30x5	DP30x5	Buick	6–3⅛x4⅝	Own	U 4	No	Own	S½	H	5.63	28.6	6⅛x3x⅛	TL
71	.....T31	2½–4	1695	141	181	14000	4695	P32x6	DP32x6	Own 257	6–3⅛x4⅝	Own	U 4	No	Own	SF	H	5.63	35.5	6⅛x3x⅛	TL
72	.....T33	3–3½	1225	142	184	13000	4415	P32x6	DP32x6	Own 257	6–3⅛x4⅝	Own	U 4	Op	Own	SF	H	5.63	35.5	8x3¼	T
73	.....T42	2½–4	1845	141	181	15000	4725	P32x6	DP32x6	Buick	6–3⅛x4⅝	Own	U 4	No	Own	S½	H	6.57	33.4	6⅛x3x⅛	TL
74	.....T43	3½–4½	1525	142	184	16000	4935	P32x6	DP32x6	Own 257	6–3⅛x4⅝	Own	U 4	Op	Own	SF	H	6.57	41.4	8x3¼	T
75	.....T44	3–4½	2065	141	181	16000	5095	P34x7	DP34x7	Buick	6–3⅛x4⅝	Own	U 4	No	Own	2½	R	8.05	40.9	6⅛x3x⅛	TL
76	.....T45	3–4½	1865	141	181	16000	4910	P32x6	DP32x6	Own 257	6–3⅛x4⅝	Own	U 4	No	Own	SF	R	6.57	41.4	6⅛x3x⅛	TL
77	.....T51	4–5½	2480	155	200	19000	6090	P34x7	DP34x7	O n 331	6–3¾x5	Own	U 4	No	Own	SF	R	6.57	40.6	9x3½x⅜	TL
78	.....T51W	5–6½	2700	154	200	22000	6980	P34x7	DP34x7	Own 331	6–3¾x5	Own	U 4	Op	Own	WF	R	8.50	52.5	9x3½x⅜	TL
79	.....T51H	5–6½	2800	154	200	22000	6910	P34x7	DP34x7	Own 331	6–3¾x5	Own	U 4	Op	Own	2F	R	8.50	52.5	9x3½x⅜	TL
80	.....T60	5–6½	303	154	200	22000	6925	P34x7	DP34x7	Buick	6–3¾x5	Own	U 4	Op	Own	WF	R	8.50	52.5	9x3½x⅜	TL
81	.....T61	5–6½	3710	154	200	22000	7380	B9.00/20	DB9.00/20	Own 400	6–4¼x5	Own	U 5	Op	Own	WF	R	8.50	69.9	9x3½x⅜	TL
82	.....T82	5–7	3795	155	201	24000	7500	B9.00/20	DB9.00/20	Own 331	6–3¾x5	Own	U 4	A 3	Own	WF	H	10 .2	143	9x3½x⅜	TL
83	.....T83	5–7½	4205	155	201	25000	7765	B9.00/20	DB9.00/20	Own 400	6–4¼x5	Own	U 5	Op	Own	WF	R	9.00	74.0	9x3½x⅜	TL
84	.....T-84	5–8	4745	171	204	28000	9170	B9.75/20	DB9.75/20	Own 400	6–4¼x5	Own	U 4	Op	Own	2F	R	8.5	53.9	9⅛x4x⅛	L
85	.....T-84SX	7½	5175	204	204	25000	9850	B10.50/20	DB10.50/20	Own 400	6–4¼x5	Own	U 4	No	Own	2F	R	10.1	64.2	9⅛x4x⅛	L
86	.....T85	6–8	5600	171	204	30000	10330	B9.75/20	DB9.75/20	Own 525	6–4½x5½	Own	U 4	Op	Own	2F	R	8.50	53.3	9⅛x4x⅛	L
87	.....T85H	8–9½	6195	171	204	34000	11060	B9.75/20	DB9.75/20	Own 525	6–4½x5½	Own	U 4	Op	Own	2F	R	9.30	58.3	9⅛x4x⅛	L
88	.....T110	10–12	8110	171	204	40000	12800	B10.50/24	DB10.50/24	Own 616	6–4½x5½	Own	U 4	A 3	Own	2F	H	9.30	116.	9⅛x4x⅛	L
89	Gramm.....AX4	1–1½	795	131	157	8000	3350	B6.50/20	B6.50/20	Con W10	4–3⅞x4¼	WG TA	U 4	No	Tim 53200H	BF	H	5.66	36.3	6x2¾x¼	C
90	.....AX6	1–1½	895	131	157	8000	3550	B6.50/20	B6.50/20	Con 25A	6–3⅝x4	WG T9	U 4	No	Tim 53200H	BF	H	5.66	36.3	6x2¾x¼	C
91	.....BX4	1½–2	895	131	210	10000	3525	B6.00/20	DB6.00/20	Con W10	4–3⅞x4¼	WG T9	U 4	No	Tim 53200H	BF	H	6.2	39.6	6x2¾x¼	L
92	.....BX6	1½–2	995	131	210	10000	3725	B6.00/20	DB6.00/20	Con 25A	6–3⅝x4	WG T9	U 4	No	Tim 53200H	BF	H	6.2	39.6	6x2¾x¼	L
93	.....BXF	1½–2	149	131	210	10000	4000	B6.00/20	DB6.00/20	Lyc ASD	6–3¾x4½	BL 314	U 4	No	Tim 53200	BF	H	5.6	37	6x2¾x¼	L
94	.....B	1½	1295	140	196	12000	4150	B6.50/20	DB6.50/20	Lyc 4SL	6–3 x4½	Co A4J	U 4	No	Tim 54200H	BF	H	5.83	37.1	6x2¼x¼	C
95	.....BF	2–3	1695	140	210	12000	4300	B6.50/20	DB6.50/20	Lyc ASD	6–3¾x4½	BL 314	U 4	No	Tim 54200	BF	H	5.8	37.1	6x2¼x¼	C
96	.....CX4	2–3	1095	131	210	12000	3950	B6.50/20	DB6.50/20	Con W20	4–4¼x4¼	WG T9	U 4	No	Tim 54200H	BF	H	5.8	37.0	10x2¾x¼	B
97	.....CX6	2–3	1295	131	210	12000	4150	B6.50/20	DB6.50/20	Con 16C	6–3⅜x4⅝	WG T9	U 4	No	Tim 54200H	BF	H	5.8	37.0	10x2¾x¼	C
98	C	2–3	1795	160	224	14000	4820	B7.00/20	DB7.00/20	Lyc AS	6–3⅝x4½	BL 314	U 4	No	Tim 54200 H	BF	H	5.8	37.1	7x2½x¼	C
99	.....CXH	2–3	1345	131	210	13400	4300	B6.50/20	DB6.50/20	Her JXC	6–3¾x4¼	BL 234	U 4	No	Tim 54200	BF	H	5.8	37.0	10x2¾x¼	C
100	.....CF	2–3½	1895	160	224	14000	4900	B7.50/20	DB7.50/20	Lyc ASD	6–3¾x4½	BL 314	U 4	No	Tim 54200	BF	H	5.8	37.1	7x2½x¼	C
101	.....CXF	2–3½	2395	160	224	14000	5100	B7.50/20	DB7.50/20	Con 20R	6–4¼x4¾	BL 554	U 4	No	Tim 54200	BF	H	5.8	41.6	7x2½x¼	C
102	.....D	2½–4	1995	160	224	17000	5100	B7.50/20	DB7.50/20	Lyc ASD	6–3¾x4½	BL 314	U 4	No	Tim 56200H	BF	H	6.1	39.0	7x2½x¼	C
103	.....DF	2½–4	2695	160	260	17000	5300	B7.50/20	DB7.50/20	Con 21R	6–4⅝x4¾	BL 554	U 4	No	Tim 56200	BF	H	6.1	43.5	7x2½x¼	C
104	.....EX	3–4	2295	160	224	16300	5200	B8.25/20	DB8.25/20	Con E601	6–3¾x4½	BL 324	U 4	No	Tim 56200	BF	H	6.1	43.5	7x2½x¼	C
105	.....E330	3–4½	2595	160	224	20000	5950	B8.25/20	DB8.25/20	Lyc TS	6–3½x5	BL 554	U 4	No	Tim 58200H	BF	H	5.5	35.6	12x2½x¼	L
106	.....ED	3–4½	3995	160	224	20000	6100	B8.25/20	DB8.25/20	Cum Die	4–4½x6	BL 554	U 4	No	Tim 58200	BF	H	5.5	35.6	12x2½x¼	P
107	.....EY190	3	3595	160	190	16000	6750	B7.50/20	DB7.50/20	Con 20R	4–4¼x4¼	Co Rus4	U 4	No	Tim 58200H	BF	H	4.3	29.1	8¾x3¼x¼	L
108	.....GY	4	4345	190	210	18000	7700	B8.25/20	DB8.25/20	Con 21R	6–4¾x4¾	Co Rus	U 4	No	Wis 69317H	2F	H	4.3	27.9	8¾x3¼x¼	L
109	.....G	4–6	3695	150	225	24000	7950	B9.00/20	DB9.00/20	Con 21R	6–4¾x4¾	BL 554	U 4	No	Wis 1237H	2F	H	6.8	49.0	12x2½x¼	P
110	.....GF	4–6	5500	150	225	24000	9050	B9.75/20	B9.75/20	Her HXC	6–5¼x6	BL 744	U 4	No	Wis 1237H	2F	H	4.29	15.8	12x2½x¼	P
111	.....GW	5–7½	5175	157	240	28000	9500	B9.00/20	DB9.00/20	Con 21R	6–4¾x4¾	BL 554	U 4	No	Wis 1627KW	2F	H	6.3	41.0	7½x3¾x¼	P
112	.....GWD	5–7½	6495	157	240	30000	10000	B10.50/20	D10.50/20	Cum H Die.	6–4¼x6	BL 735	U 5	No	Wis 1737KW	2F	H	5.75	21.2	12x3x¼	L
113	.....HY	5	6595	210	236	22000	10100	B9.00/20	D9.00/20	Con 16H	6–4¼x5¾	Fu HU16	U 4	No	Wis12527KW	2F	H	4.0	25.2	8¾x3¼x¼	L
114	G.-P.....(7) 635	2–3	1445	154	160	15000	3650	B7.00/20	DB7.00/20	Lyc SB	6–3⅜x4½	Fu MKU	U 4	No	Tim 53200H	SF	H	6.3	42.9	9x⅛x3	TL
115	645	2½–3½	2425	154	175	18000	5775	B8.25/20	DB8.25/20	Wa 6-90-255	6–3¾x4¾	Fu 5A380	U 5	No	Tim 58200H	SF	H	6.5	47.8	10x3½x¼	TL
116	.....(7) 665	3½–5	4170	162	179	20000	7600	B9.00/20	DB9.00/20	Wa6-110-358	6–4x4¾	Fu 5A380	U 5	No	Wis 70000L	2F	R	8.0	56.0	12x3½x⅜	TL
117	.....(7) 675	5–7	5445	162	179	25000	9450	B9.75/20	DB9.75/20	Wa6-125-462	6–4½x5½	Fu VUOG	U 5	No	Wis 1137H	2F	R	8.6	61.0	14x3½x⅜	TL
118	Hendrickson....158	2½	2300	Op	Op	15000	6000	B7.50/20	DB7.50/20	Wau 6-90	6–3½x4¾	Fu MLU	U 4	No	Tim 54200H	SF	H	Opt	Opt	8x3x¼	C
119	178	3	2800	Op	Op	17000	6500	B8.25/20	DB8.25/20	Wau 6-110	6–4x4¾	Fu 5A38	U 5	No	Tim 58200H	SF	H	Opt	Opt	8x3x¼	C
120	248	4	4700	Op	Op	24000	8200	B9.00/20	DB9.00/20	Wau 6-125	6–4½x5½	Fu 5A53	U 5	No	Tim 75720H	w/2	R	Opt	Opt	8x3x¼	P
121	328	5	6200	Op	Op	32000	10600	B9.75/20	DB9.75/20	Wau 6-RB	6–5x5¾	BL 70-7	A 7	No	Tim 76730H	w/2	R	Opt	Opt	8x3x¼	P
122	Indiana.....85	1½	885	141	186	10000	3950	B6.50/20	DB6.50/20	Her JXB	6–3¾x4¼	BL 124	U 4	No	Tim 53200H	SF	H	5.66	35.1	7⅛x2½x⅛	T
123	(Con t).....95	2	1095	141	186	12000	4400	P32x6	DP32x6	Her JXC	6–3¾x4¼	BL 224	U 4	No	Tim 54300H	SF	H	5.85	36.2	7⅛x2½x⅛	T

Line Number	ENGINE DETAILS								MAIN BEARINGS				FUEL SYST.		ELECTRICAL					FRONT AXLE		BRAKES				BODY MOUNTING DATA			SPRINGS		
																						SERVICE									
Line Number	Piston Displacement	Compression Ratio	Torque lb. ft.	N.A.C.C. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Arrangement	Camshaft Drive	Piston Material	Number and Diameter	Length	Oiling System Type	Governor Make	Carburetors Make	Fuel Feed	Ignition System Make	Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make	Make and Model	Steering Gear Make	Make, Location Type, Operation	Lining Area	Drum Material	Hand Type, Location	Cab to Rear of Frame	Cab to Rear Axle	Width of Frame	Front	Rear	Auxiliary Type
1	501	4.4	330	48.6	110-2200	L	G	C	7-3	12½	PC	Ha	Zen	M	AL	AL	D.Co	GO	Spi	...	Ros	L4IHV	499	a	TD	138	89¼	34	46x3	56x3	½
2	529	4.4	350	51.3	114-2200	L	G	C	7-3	12½	PC	Ha	Zen	M	AL	AL	D.Co	GO	Spi	Shu 678-28	Ros	Ws 4IA	552	a	TD	138	89¼	34	46x3	56x3½	½
3	529	4.4	350	51.3	114-2200	L	G	C	7-3	12½	PC	Ha	Zen	M	AL	AL	D.Co	GO	Spi	...	Ros	L4IHV	...	...	TD	138	89¼	34	46x3	56x3	½
4	707	...	455	60.0	148-2000	L	G	C	7-3½	17	PC	Ha	Zen	M	AL	AL	D.BL	GO	Spi B	...	Ros	Ws 41A	...	a	TD	...	...	...	46x3	56x4	½
5	299	4.9	198	33.7	85-2800	L	G	C	4-2⅝	9⅛	PC	Mo	Til	M	AL	AL	D.BL	Pe	Blo	Tim 33000H	Ros	L4IHV	375	a	FD	120	77¼	34	42x2¼	50x3	½
6	190	5.5	130	23.4	70-3600	L	G	A	4-2¼	4⅞	CC	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	107	c	TX	52½	25 1/16	44 1/16	36x1½	53½x1½	N
7	201	5.5	130	23.4	70-3600	L	G	A	4-2¼	4⅞	CC	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	107	c	TX	60½	33 3/16	44 1/16	36x1½	53½x1½	N
8	196	4.6	124	21.0	48-2800	L	G	A	3-2¼	6⅛	CC	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	175	a	TX	91½	50½	34	36x1¾	48x2¼	N
9	201	5.0	132	23.5	62-3000	L	C	S	4-2¼	6¼	CC	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	175	a	TX	91½	50½	34	36x1¾	48x2¼	N
10	337	5.0	132	23.5	62-3000	L	C	S	4-2¼	4.82	CC	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	175	a	TX	94 23/32	46⅛	34	36x1¾	48x2¼	N
11	196	4.6	124	21.0	48-2800	L	G	A	3-2¼	6⅛	CC	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	175	a	TX	91½	50½	34	36x1¾	48x2¼	N
12	201	5.0	132	23.5	62-3000	L	C	S	4-2¼	6¼	CC	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	175	a	TX	91½	50½	34	36x1¾	48x2¼	N
13	201	5.0	132	23.5	62-3000	L	C	S	4-2¼	4.82	CC	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	175	a	TX	94 23/32	46⅛	34	36x1¾	48x2¼	N
14	208	5.1	132	27.3	63-3200	L	C	S	7-2⅜	10 11/16	CC	Ha	Zen	M	DR	DR	P.BB	Fe	Own	Own	Ha	O4IH	305	a	TX	119 1/16	62¾	34	40x2½	56x3	N
15	217	5.8	144	25.3	75-3200	L	C	S	4-2¼	6¼	CC	Ha	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	229	a	TX	145	84 11/32	38 1/16	39x2	48x2½	½
16	217	5.0	148	25.3	77-3200	L	C	S	4-2¼	5.34	CC	Ha	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	229	a	TX	87⅛	51⅛	37 11/16	39x2	48x2½	½
17	309	4.7	200	31.5	96-3000	L	G	S	7-2⅝	11¾	CC	Ha	Det	M	DR	DR	P.BB	Lo	Own	Own	Jac	O4IH	350	a	CD	124 11/16	69¾	33 11/16	42x3	56⅛x3½	½
18	241	5.3	167	39.2	78-3000	L	C	S	7-2 1/16 r	11	CC	KP	Zen	V	NE	NE	P.BB	Lo	Own	Own	Ha	O4IH	382	p	TX	82¼	54¾	34	39x2½	45x3	N
19	309	4.7	200	21.0	96-3000	L	G	S	7-2⅝	11¾	CC	Ha	Det	M	DR	DR	P.BB	Fe	Own	Own	Jac	O4IHV	416	a	CD	149 11/16	89¼	34	42x3	56x3½	½
20	384	5.0	262	25.3	115-3000	L	G	S	9-2¾	13	CC	Ha	Str	M	DR	DR	P.BB	Fe	Own	Own	Jac	BWs4IA	650	a	CD	149 11/16	89¾	34 1/16	42x3	56x3½	½
21	222	4.9	140	27.3	59-2500	L	G	A	4-2⅜	6⅛	FP	No	Zen	M	DR	DR	P.Lo	Pe	Spi	Tim 30010H	Ros	L4IH	257	H	TX	120	65¾	34	32¾x2	50x2½	½
22	219	5.2	137	23.5	58-2500	L	G	A	4-2⅜	7⅝	FP	No	Zen	M	DR	DR	P.Lo	Pe	Spi	Tim 30010H	Ros	L4IH	257	H	TX	132	72	34	32¾x2½	50x2½	½
23	255	5.1	170	27.3	68-2500	L	G	A	4-2⅜	7⅝	FP	No	Zen	M	DR	DR	P.Lo	Pe	Spi	Tim 31000H	Ros	L4IH	306	G	TX	144	71⅛	34	37x2½	56x3	½
24	381	4.4	240	40.8	82-2200	L	G	A	7-2⅝	12½	PC	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33020H	Ros	L4IHV	355	G	TX	167⅛	97⅛	34	41x2½	56x3	½
25	381	4.4	240	40.8	82-2200	L	G	A	7-2⅝	12½	PC	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33020H	Ros	L4IHV	398	G	TX	167⅛	97⅛	34	41x2½	56x3	½
26	517	4.5	340	51.3	108-2000	L	G	A	7-3	13⅞	PC	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	717	G	FD	172 1/16	101⅝	33½	41x3	56x3½	½
27	200	4.7	126	24.0	50-2700	L	C	A	3-2⅛	5⅞	CC	KP	Car	M	DR	DR	P.BB	Lo	Spi	Cla F212	Ge	L4IH	200	a	TX	...	...	34	38½x2¼	50x2½	N
28	228	4.7	142	27.3	58-2600	L	G	C	7-2½	10 11/16	PC	Mo	Car	M	DR	DR	P.BB	Lo	Spi	Cla F212	Ge	L4IH	191	a	TX	101	51⅛	34	38x2½	50x2½	N
29	263	5.4	164	31.5	67-2600	L	G	A	7-2½	10 11/16	PC	Mo	Car	M	DR	DR	P.BB	Lo	Spi	Tim 31020H	Ge	L4IH	269	a	TX	101	51⅛	34	38x2½	50x2½	½
30	282	5.4	176	33.7	72-2600	L	G	A	7-2½	10 11/16	PC	Mo	Car	M	DR	DR	P.BB	Lo	Spi	Cla F304	Ge	L4IH	315	a	TD	101	51⅛	34	38x2½	50x3	½
31	251	4.1	162	25.6	50-2000	L	G	C	3-2⅜	7½	CC	Wa	Zen	V	DR	DR	P.BB	Lo	PS	Own 7720	Ros	L4IH	337	a	TI	119	71	34	38x2½	52x3	½
32	251	4.1	162	25.6	50-2000	L	G	C	3-2⅜	7½	CC	Wa	Zen	V	DR	DR	P.BB	Lo	PS	Own 7720	Ros	L4IHV	379	a	TI	119	71	34	38x2½	51¾x3	½
33	315	5.0	200	33.8	73-2500	L	G	A	7-2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BB	Lo	Spi	Cla F320	Ge	L4IHV	315	a	FD	115	82	34	42x2½	52x3	½
34	381	4.8	240	40.8	85-2400	L	G	A	7-2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BB	Lo	Spi	Cla F320	Ros	L4IHV	379	a	FD	115	82	34	42x2½	52x3	½
35	381	4.8	240	40.8	85-2400	L	G	A	7-2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BB	Lo	Spi	Cla F320	Ros	L4IHV	379	a	FD	115	82	34	42x2½	52x3	½
36	339	4.2	212	38.4	80-2200	H	C	C	7-2¾	13 1/16	CC	KP	Zen	M	DR	DR	P.BB	Lo	PS	Own 7738	Ros	L4IHV	379	a	TI	117	79	34	42x2½	54x3	½
37	339	4.2	212	38.4	80-2200	H	C	C	7-2¾	13 1/16	CC	KP	Zen	M	DR	DR	P.BB	Lo	PS	Own 7738	Ros	L4IHV	379	a	TI	117	79	34	42x2½	54x3	½
38	288	4.6	181	32.6	73-2600	L	G	C	7-2⅝	12 11/32	CC	KP	Zen	M	DR	DR	P.BB	Lo	PS	Cla F304	Ros	L4IH	270	a	TI	113	71	34	40x2¼	52x3	½
39	318	4.6	202	36.0	80-2500	L	G	C	7-2⅝	12 11/32	CC	KP	Zen	M	DR	DR	P.BB	Lo	PS	Cla F318	Ros	L4IHV	379	a	TI	113	71	34	40x2¼	52x3	½
40	318	4.6	202	36.0	80-2500	L	G	C	7-2⅝	12 11/32	CC	KP	Zen	M	DR	DR	P.BB	Lo	PS	Cla F318	Ros	L4IHV	379	a	TI	113	71	34	40x2¼	52x3	½
41	381	4.2	237	40.8	85-2200	H	C	C	7-2¾	13 1/16	CC	KP	Zen	M	DR	DR	P.BB	Lo	Spi	Own 7720	Ros	L4IHV	465	a	TD	117	79	34	42x2½	54x3	½
42	428	4.2	268	45.9	100-2200	H	C	C	7-2¾	13 1/16	CC	KP	Zen	M	DR	DR	P.BL	Lo	Spi	Tim 36020H	Ha	L4IHV	513	a	TD	162	102	34	42x3	56x3½	½
43	428	4.2	268	45.9	100-2200	H	C	C	7-2¾	13 1/16	CC	KP	Zen	M	DR	DR	P.BL	Lo	Spi	Tim 36020W	Ha	W4IA	623	a	TD	162	102	34	42x3	56x3½	½
44	471	3.7	288	40.0	61-1350	L	G	C	3-2⅝	11⅛	FP	Pe	Zen	V	AB	DR	P.BB	Lo	PS	Own 5008	Ge	T2IMV	568	a	RI	151	87	38	44x3	56x3½	½
45	428	4.2	268	45.9	100-2200	H	C	C	7-2¾	13 1/16	CC	KP	Zen	M	DR	DR	P.BL	Lo	PS	Own 5008	Ros	T2IMV	458	a	RI	151	87	38	44x3	56x3½	½
46	200	4.6	128	24.0	50-2800	L	G	A	3-2	7	PS	No	Zen	P	Ow	Ow	P.Ow	Ow	Spi	Own	Own	O4IM	186	a	4I	...	31⅞	44	31 1/16x1¾	46x2¼	N
47	200	4.6	128	24.0	50-2800	L	G	A	3-2	7	PS	No	Zen	P	Ow	Ow	P.Lo	Ow	Spi	Own	Own	O4IM	475	a	2I	94¾	51¼	38	33x2¼	50x2½	O
48	200	4.6	128	24.0	50-2800	L	G	A	3-2	7	PS	No	Zen	P	Ow	Ow	P.Lo	Ow	Spi	Own	Own	O4IM	475	a	21	120 1/32	76 11/16	38	33x2¼	50x2½	O
49	251	4.5	160	25.6	50-2000	H	G	C	3-2 1/16 r	8	PC	No	Zen	V	AL	AL	D.DG	Pe	Blo	Own H	Ros	OT/4XM	238	G	2I	112	81	36	42¾x2½	52¾x2½	½
50	315	4.5	200	33.7	72-2500	L	G	C	7-2⅝	12⅜	PC	Wa	Zen	V	NE	NE	D.BL	Pe	Blo	Own H	Ros	OT/4XM	252	G	2I	115½	81½	36	42¾x2½	52¾x2½	½
51	381	4.5	240	40.8	85-2400	L	G	C	7-2⅝	12⅜	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Own U	Ros	OT/4XM	238	G	2I	126	86	36	42¾x2½	52¾x2½	½
52	398	4.0	210	36.1	56-1350	T	G	C	3-2	12	PC	Pe	Str	G	NE	NE	O.ME	Mc	Blo	Own B	Ros	OT/4XM	238	G	2I	130	93	36	42¾x2½	52¾x2½	N
53	411	4.6	265	40.8	91-2300	L	G	C	7-3	13⅞	PC	Wa	Zen	M	NE	NE	O.HS	Pe	Blo	Own U	Ros	OT/4XM	238	G	2I	132	93	36	42¾x2½	52¾x2½	N
54	411	4.6	265	40.8	91-2300	L	G	C	7-3	13⅞	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Own U	Ha	OT/4XM	238	G	4X	132	93	36	42¾x2½	52¾x2½	½
55	462	4.5	300	45.9	102-2400	L	G	C	7-3	13⅞	PC	Wa	Zen	V	NE	NE	O.HS	Pe	Blo	Own M	Ros	OT/4XM	238	G	2I	132	93	36	42¾x2½	52¾x2½	½
56	462	4.5	300	45.9	102-2400	L	G	C	7-3	13⅞	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Own M	Ha	OT/4XM	238	G	2I	132	93	36	42¾x2½	52¾x2½	N
57	517	4.6	330	51.3	110-2300	L	G	C	7-3	13⅞	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Wis 131F	Ros	B4IMV	324	G	T4	153½	110½	34	48x3½	52x4	½
58	517	4.6	330	51.3	110-2300	L	G	C	7-3	13⅞	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Own M	Ros	O4TB	722	G	4X	132	93	36	42¾x2½	54¾x2½	½
59	411	4.6	265	40.8	91-2300	L	G	C	7-3	13⅞	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Own U	Ros	O4IM	722	G	4D	Opt	Opt	42	42¾x2½	52x4	N
60	677	4.4	460	60.	125-2000	L	G	C	4-3½	11⅜	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Wis 131F	Ros	B4IMV	324	G	T4	153½	110½	34	48x3½	52x4	N
61	462	...	330	45.9	125-2500	F	G	C	7-3	13⅞	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Wis 1237	Ros	4A	610	G	T4	97¼	67¼	34	48x3½	52x3½	N
62	200	4.9	127	26.3	60-3000	L	C	B	3-2 1/16 r	5⅝	CC	No	Ma	M	DR	DR	P.Ow	Lo	MM	Own	Jac	B4IM	211	p	4I	87	48	34	38x2	50¼x2½	N
63	200	5.1	132	26.3	66-3200	L	C	B	3-2 1/16 r	5⅞	FP	No	Ma	M	DR	DR	P.Ow	Lo	Own	Own	Jac	O4IM	175	p	2I	85⅛	50¼	37	36x1¾	45x2½	N
64	221	4.6	155	24.3	69-2800	H	G	B	4-2⅜	7 21/32	PC	Opt	Zen	M	DR	DR	P.Ow	Hr	Own	Own	Jac	O4IM	186	p	2I	85⅛	50¼	37 1/16	36x1¾	45x2½	O
65	200	5.1	132	26.3	66-3200	L	C	B	3-2 1/16 r	5⅞	FP	No	Ma	M	DR	DR	P.Ow	Lo	Spi	Own	Jac	B4IM	290	a	TX	87	48	34	38x2	50¼x2½	N
66	257	4.5	185	28.3	76-2500	H	G	C	4-2⅜	8⅛	PC	Ha	Ma	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IM	239	pa	TX	87	48	34	38x2	50¼x2½	N
67	200	5.1	132	26.3	66-3200	L	C	B	3-2 1/16 r	5⅞	FP	No	Ma	M	DR	DR	P.Ow	Lo	Cle	Own	Jac	O4IM	175	p	2I	85⅛	50¼	37	36x1¾	45x2½	½
68	221	4.6	155	24.3	69-2800	H	G	B	4-2⅜	7 21/32	PC	Opt	Zen	M	DR	DR	P.Ow	Hr	Cle	Own	Jac	O4IM	186	pa	2I	85⅛	50¼	37 1/16	36x1¾	45x2½	½
69	257	4.5	185	28.3	76-2500	H	G	C	4-2⅜	8⅛	PC	Ha	Ma	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IM	290	a	TX	87	48	34⅛	38x2	50¼x2½	½
70	257	4.5	185	28.3	76-2500	H	G	C	4-2⅜	8⅛	PC	Ha	Ma	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IM	288	a	TX	107	59	34 1/16	38x2½	50x3	½
71	257	4.5	185	28.3	76-2500	H	G	C	4-2⅜	8⅛	PC	Ha	Ma	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IM	345	a	TX	107	59	34 1/16	38x2½	50x3	½
72	257	4.5	185	28.3	76-2500	H	G	B	4-2⅜	7 21/32	PC	Ha	Zen	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IM	328	a	TX	107	60	34	38x2	50x3	½
73	257	4.5	185	28.3	76-2500	H	G	C	4-2⅜	8⅛	PC	Ha	Ma	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IM	320	a	TX	107	59	34 1/16	38x2½	50x3	½
74	257	4.5	185	28.3	76-2500	H	G	B	4-2⅜	7 21/32	PC	Ha	Zen	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IM	337	a	TX	107	60	34	38x2½	50x3	½
75	257	4.5	185	28.3	76-2500	H	G	C	4-2⅜	8⅛	PC	Ha	Ma	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IM	320	a	TX	107	59	34 1/16	38x2½	50x3	½
76	257	4.5	185	28.3	76-2500	H	G	C	4-2⅜	8⅛	PC	Ha	Ma	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IM	345	a	TX	107	59	34 1/16	38x2½	50x3	½
77	331	4.4	230	33.7	94-2500	H	G	A	4-2½	8 27/32	PC	Ha	Str	M	DR	DR	dp.Ow	Lo	Cle	Own	Jac	B4IMV	379	a	TX	125	70	34 1/16	40x3	50x3	½
78	331	4.4	230	33.7	94-2500	H	G	A	4-2½	8 27/32	PC	Ha	Str	M	DR	DR	dp.Ow	Lo	Cle	Own	Jac	B4IMV	449	a	TX	125	69¼	34 1/16	40x3	54x3	½
79	331	4.4	230	33.7	94-2500	H	G	A	4-2½	8 27/32	PC	Ha	Str	M	DR	DR	dp.Ow	Lo	Cle	Own	Jac	B4IMV	449	a	TX	125	69¼	34 1/16	40x3	54x3	½
80	331	4.4	230	33.7	94-2500	H	G	C	4-2½	8 27/32	PC	Ha	Ma	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IM	418	a	TX	125	69¼	34 1/16	40x3	54x3	½
81	400	4.6	296	40.9	110-2300	H	G	A	4-2.7	8 15/32	FP	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	449	a	TX	125	69¼	34 1/16	40x3	54x3	½
82	331	4.4	230	33.7	94-2500	H	G	A	4-2½	8 27/32	PC	Ha	Str	M	DR	DR	dp.Ow	Lo	Cle	Own	Jac	B4IM	483	a	TD	125	70	34 1/16	40x3	54x3	½
83	400	4.6	296	40.9	110-2300	H	G	A	4-2.7	8 15/32	FP	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	557	a	TX	125	70	34 1/16	40x3	54x3	½
84	400	4.6	296	40.9	110-2300	H	G	A	4-2/7	8 15/32	FP	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	594	a	TX	137	82	34 1/16	50x3½	54x3	½
85	400	4.6	296	40.9	110-2300	H	G	A	4-2/7	8 15/32	FP	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	594	a	TX	210	117	34 1/16	50x3½	54x3	½
86	525	4.5	380	48.6	128-2100	H	C	A	7-2¾	14 15/32	FP	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	594	a	TX	137	82	34 1/16	50x3½	54x3	½
87	525	4.5	380	48.6	128-2100	H	C	A	7-2¾	14 15/32	FP	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	594	a	TX	137	82	34 1/16	50x3½	54x3	½
88	616	4.5	450	57.0	149-2100	H	C	A	7-2¾	14 15/32	FP	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IA	638	a	TX	137	82	34 1/16	50x3½	...	N
89	200	4.7	121	24.0	50-2800	L	C	A	3-2⅛	5⅞	FP	No	Til	M	AL	AL	D.Jo	Pe	Blo	Tim 30000H	Ros	L4IH	249	p	FD	81½	51¾	34	36x2¼	45x2½	½
90	214	5.3	142	27.4	71-3200	L	C	A	4-2⅜	6⅜	FP	No	Til	M	AL	AL	D.Jo	Pe	Blo	Tim 30000H	Ros	L4IH	249	p	FD	81½	51¾	34	36x2¼	45x2½	½
91	200	4.7	121	24.0	50-2800	L	C	A	3-2⅛	5⅞	PC	No	Til	M	AL	AL	D.Jo	Pe	Blo	Tim 30000H	Ros	L4IH	249	p	FD	81¾	51½	34	36x2¼	45x2½	½
92	214	5.3	142	27.3	71-3200	L	C	A	4-2⅜	6⅜	PC	No	Til	M	AL	AL	D.Jo	Pe	Blo	Tim 30000H	Ros	L4IH	249	p	FD	81¾	51½	34	36x2¼	45x2½	½
93	299	4.9	198	33.7	85-2800	L	G	C	4-2⅝	9⅛	PC	No	Til	M	AL	AL	P.BL	Pe	Blo	Tim 30000	Ros	L4IH	249	p	FD	81¾	51½	34	36x2¼	45x2½	½
94	224	4.7	146	25.3	61-2900	L	G	C	4-2⅜	8 1/16	PC	Mo	Zen	V	AL	AL	D.Jo	Pe	Blo	Tim 31000H	Ros	L4IH	260	p	FD	94	60⅜	34	40x2¼	50x2½	½
95	299	4.9	198	33.7	85-2800	L	G	C	4-2⅝	9⅛	PC	No	Til	M	AL	AL	P.BL	Pe	Blo	Tim 31000	Ros	L4IH	260	p	FD	94	60⅜	34	40x2¼	50x2½	½
96	227	4.7	136	27.2	55-2400	L	G	C	3-2⅛	5⅞	PC	Mo	Til	M	AL	AL	D.Jo	Pe	Blo	Tim 31000H	Ros	L4IH	269	p	FD	81	51¾	34	36x2¼	45x2½	½
97	248	5.0	150	27.3	70-3000	L	C	C	7-2⅜	10	FP	Mo	Til	M	AL	AL	D.Jo	Pe	Blo	Tim 31000H	Ros	L4IH	260	p	FD	81	51¾	34	36x2¼	45x2½	½
98	278	4.7	182	31.5	85-3300	L	G	A	4-2⅝	9⅛	PC	Mo	Til	M	AL	AL	P.BL	Pe	Blo	Tim 31000H	Ros	L4IH	260	p	FD	120	77¼	34	42x2¼	56x3	½
99	282	5.4	176	33.7	73-2800	L	G	C	7-2½	10 11/16	PC	Mo	Zen	M	AL	AL	P.BL	Pe	Blo	Tim 31000H	Ros	L4IH	260	P	FD	81	51¾	34	36x2¼	45x2½	½
100	299	4.9	198	33.7	85-2800	L	G	C	4-2⅝	9⅛	P	No	Til	M	AL	AL	P.BL	Pe	Blo	Tim 31000	Ros	L4IH	260	p	FD	120	77¼	34	42x2¼	56x3	½
101	380	4.3	238	40.8	88-2400	H	C	C	7-2¾	13 1/16	PC	No	Zen	M	AL	AL	P.BL	Pe	Blo	Tim 31000	Ros	L4IH	260	p	FD	120	77¼	34	42x2¼	56x3	½
102	299	4.9	198	33.7	85-2800	L	G	C	4-2⅝	9⅛	PC	Mo	Til	M	AL	AL	P.BL	Pe	Blo	Tim 33000H	Ros	L4IHV	330	a	FD	120	77¼	34	42x2¼	56x3	½
103	428	4.1	268	45.9	100-2200	H	C	C	7-2¾	13 1/16	PC	No	Zen	M	AL	AL	P.BL	Pe	Blo	Tim 33000	Ros	L4IHV	330	a	FD	120	77¼	34	42x2¼	50x3	½
104	318	4.6	203	36.	80-2700	L	G	C	7-2⅝	12 11/16	CC	No	Zen	M	AL	AL	P.BL	Pe	Blo	Tim 33000H	Ros	L4IHV	330	a	FD	120	77¼	34	42x2¼	50x3	½
105	353	4.8	245	36.2	98-2700	H	G	C	7-2⅜	12	P	No	Til	M	AL	AL	D.Jo	Pe	Blo	Tim 33000H	Ros	L4IHV	375	a	FD	127	74¼	34	42x2¼	56x3	½
106	448	17.	280	38.0	83-1800	H	G	N	5-3¼	10	P	En	No	M	CI	LN	D.BL	Pe	Blo	Tim 33000	Ros	L4IHV	375	a	FD	127	74¼	34	42x2¼	56x3	½
107	380	4.3	238	40.8	88-2400	H	C	C	7-2¾	13 1/16	PC	Mo	Zen	M	AL	AL	D.Jo	Pe	Blo	Tim 33000	Ros	L4IHV	375	a	FD	156	90	41½	44x2½	60x3	½
108	428	4.1	268	45.9	100-2200	H	C	C	7-2¾	13 1/16	PC	Mo	Zen	M	AL	AL	D.Jo	Pe	Blo	Tim 33000	Ros	L4IHV	375	a	FD	176 1/16	119 1/16	41½	44x2½	60x3	½
109	428	4.1	268	45.9	100-2200	H	C	C	7-2¾	13 1/16	PC	Mo	Zen	M	AL	AL	D.BL	Pe	Blo	Tim 35000	Ros	L4IHV	466	a	FD	98	67	34	42x2½	52x3	½
110	779	4.5	505	66.2	143-1600	L	G	H	7-3½	17	PC	No	Til	M	AL	AL	D.BL	Pe	Blo	Tim 35000	Ros	L4IHV	466	a	FD	98	67	34	42x2½	52x3	½
111	428	4.1	268	45.9	100-2200	H	C	C	7-2¾	13 1/16	PC	Mo	Zen	M	AL	AL	D.BL	Pe	Blo	Tim 27450	Ros	Ws4IA	576	a	FD	128⅛	73⅛	34	46x3	58x3½	½
112	672	17.	440	57.0	125-1800	H	G	N	7-3¾	16⅛	P	En	No	M	CI	LN	D.BL	Pe	Blo	Tim 27450	Ros	Ws4IA	576	a	FD	128⅛	73⅛	36	46x3	58x3½	½
113	611	4.1	382	54.1	127-2300	L	G	A	7-3	13 11/16	PC	Pe	Zen	M	AL	AL	D.Fu	Pe	Blo	Tim 27450	Ros	Ws4IA	576	a	FD	198⅛	141⅛	34	44x3	60x4	½
114	255	4.7	160	27.3	65-2800	L	G	C	4-2⅜	8⅛	PC	No	Zen	M	MY	AL	P.BB	Own	Spi	Tim 30000H	Ros	L4IH	268	a	TD	Opt	71	31	40x2½	54x3	½
115	255	5.4	182	27.3	90-3200	F	G	C	4-2⅜	7 7/16	PC	Wa	Zen	M	MY	LN	P.BB	Own	Spi	Tim 31000H	Ros	L4IH	342	a	TD	Opt	72	31	40x2½	54x3	½
116	358	5.2	254	38.4	110-2800	F	G	C	7-2⅞	10¾	PC	Wa	Zen	M	MY	LN	P.BB	Own	Spi	Tim 33000H	Ros	L4IH	394	a	TD	Opt	74½	34	40x3	58x3½	½
117	462	5.1	324	45.4	125-2600	F	G	C	7-3	13⅛	PC	Wa	Zen	M	MY	LN	P.BB	Own	Spi	Tim 35000H	Ros	L4IH	574	a	TD	Opt	86	34	40x3	58x3½	½
118	255	4.6	182	27.3	90-3200	F	G	C	4-2⅜	6⅛	PC	Wa	Zen	M	AL	AL	D.Fu	Ch	Spi	Tim 31000H	Ros	L4IHV	306	a	TD	Opt	Opt	34	40½x3½	50½x3	N
119	358	4.6	254	38.4	110-2800	F	G	C	7-2⅞	12⅜	PC	Wa	Zen	M	AL	AL	D.Fu	Ch	Spi	Tim 33000H	Ros	L4IHV	500	a	TD	Opt	Opt	34	40½x3½	53x3½	N
120	462	4.6	324	45.4	125-2600	F	G	C	7-3	13⅛	PC	Wa	Zen	M	AL	AL	D.Fu	Ch	Spi	Tim 35000H	Ros	L4IHV	717	a	TD	Opt	Opt	34	43x3½	53x3½	N
121	677	4.7	440	60.0	126-1850	L	G	C	4-3½	10⅜	PC	Wa	Zen	M	AL	AL	D.BL	Ch	Spi	Tim 27450	Ros	L4IHV	717	a	TD	Opt	Opt	34	43x3½	66x4	N
122	263	5.0	160	31.5	68-2800	L	G	C	7-2½	10 11/16	PC	Op	Str	M	AL	AL	P.BL	Yo	Spi	Tim 30020H	Ros	L4IHV	249	G	TX	92	56	34	37x2½	54x2½	N
123	282	5.3	176	33.7	73-2800	L	G	A	7-2½	10 11/16	PC	Op	Str	M	AL	AL	P.BL	Yo	Spi	Tim 31020	Ros	L4IH	356	G	TX	92	56	34	37x2¼	54x2½	N

Line Number	MAKE AND MODEL	GENERAL (See Keynote) Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	TIRE SIZE Chassis Wt. (Stripped)	Front	Rear	MAJOR UNITS ENGINE Make and Model	No. of Cylinders Bore and Stroke	TRANSMISSION Make and Model	Location and Forward Speeds	Aux. Location and Speeds	REAR AXLE Make and Model	Gear and Type	Drive and Torque	GEAR RATIOS In High	In Low	FRAME Side Rail Dimensions	Type
1	Indiana 95DR	2½	1275	141	186	15000	4650	B7.50/20	DB7.50/20	Her JXC	6-3¾ x4¼	BL 224	U 4	Op	Wis 4916L	2F	H	6.66	41.2	7⅞ x2½ x⅜	T
2	(Concluded) 105	2½	1775	156	186	16000	5600	B8.25/20	DB8.25/20	Her JXC	6-3¾ x4½	BL 234	U 4	Op	Tim 56200H	SF	H	7.25	46.4	8½ x3x⅛	T
3	17A	3	2300	156	212	17000	6300	B8.25/20	DB8.25/20	Her WXC	6-4x4½	BL 3341	U 4	A 3	Tim 58205H	SF	H	6.83	43.0	8x3x¼	T
4	17DR	3	2675	170	224	19000	6700	B8.25/20	DB8.25/20	Her YXC	6-4⅜ x4¾	BL 334	U 4	Op	Wis 70000	2F	R	6.28	38.6	8½ x3x⅛	T
5	19DR	3½	3400	170	224	22000	7600	B9.00/20	DB9.00/20	Her YXC	6-4½ x4¼	BL 524	U 4	Op	Wis 1237H	2F	R	7.2	52.3	8½ x3x⅛	T
6	43DR	4	4300	170	224	25000	8000	B9.75/20	DB9.75/20	Her RXB	6-4½ x5¼	BL 524	U 4	Op	Wis 1627KH	2F	R	6.96	50.7	8½ x3x⅛	T
7	45DR	5	4800	170	224	25000	8700	B9.75/20	DB9.75/20	Her RXC	6-4½ x5¼	BL 534	U 4	Op	Wis 1737H	2F	R	7.14	45.4	8½ x3x⅜	T
8	47DR	5–7	7000	188	224	28000	10500	B10.50/20	DB10.50/20	Cum6H Dle.	6-4⅞x6	BL 735	A 5	No	Wis 1910W	2F	R	7.16	45.0	8½ x3x⅜	T
9	International (8) D1	½	360	113	113	4200	2180	B5.25/18	B5.25/18	Own D	6-3 9/16 x4½	Own D	U 3	No	Own D-55	S½	H	4.18	12.7	5¼ x2¼ x⅞	T
10	M2	1	850	118	118	7000	3180	B6.50/20	B6.50/20	Wau XAH	4-3⅝ x4½	Own H-4-A	U 4	No	Own 713	SF	H	6.16	39.5	11 x2¾ x1¼	T
11	A2	1½	615	136	160	8000	2945	B6.00/20	B6.00/20	Wau XAH	4-3⅝ x4½	Own H-4-A	U 4	No	Own 708	SF	H	6.16	39.5	5½ x2¾ x⅞	T
12	B2	1½	615	136	136	8000	2945	B6.00/20	B6.00/20	Wau XAH	4-3⅝ x4½	MM "O"	U 3	No	Own 704	SF	H	6.16	47.3	5½ x2¾ x⅞	T
13	A3	1½	795	136	160	10000	3572	P30x5	P32x6	Lyc SAH	6-3¼ x4½	Own H-4-A	U 4	No	Own 710	SF	H	5.28	33.8	7x2¾ x⅞	T
14	A3½	1½	970	136	160	10100	3600	B6 50/20	DB6.50/20	Lyc SAH	6-3¼ x4½	WG T7	U 4	No	Own 710	SF	H	5.28	33.8	7x2¾ x⅞	T
15	A4	1½	895	138	164	10000	4032	B6.00/20	DB6.00/20	Lyc 4SLH	6-3¼ x4½	WG T7	U 4	No	Own 800	S½	H	6.50	42.9	6½ x2¼ x¾	T
16	B-3	1½	695	136	160	10000	3385	P30x5	P32x6	Own FAB2	6-3 ⅞ x4	Own H-4-A	U 4	No	Own 720	SF	H	5.29	33.8	7x2¾ x⅞	T
17	B4	2	1045	145	185	12750	4055	B6.50/20	DB6.50/20	Own FXB-3	6-3 ⅞ x4	Own H-4-A	U 4	No	Own 750	SF	H	6.50	41.6	8½ x3¼ x⅞	T
18	A4	2	1625	145	185	15750	5221	P32x6	DP32x6	Own FBB	6-3⅝ x4½	OwnH-5	U 5	No	Own 902	SF	H	6.50	47.8	7x3¾ x¼	T
19	A5	3	2100	156	210	18750	5895	P34x7	DP34x7	Own FBB	6-3⅝ x4½	OwnH-5	U 5	No	Own 1002	SF	H	7.16	64.7	8x3¼ x¼	T
20	A6	3	2450	156	210	20850	6120	P34x7	DP34x7	Own FBB	6-3⅝ x4½	OwnH-5	U 5	No	Own 1150	2F	H	8.5	76.8	8½ x3¾ x⅞	T
21	W2	3½	3900	148	200	24000	8450	S36x5	S36x10	HaS 151	4-4¼ x5½	Own H-6	U 5	No	Own 1200	2F	H	6.85	83.9	7x3x¼	T
22	W3	5	4850	160	235	28000	10125	S36x6°	S40x12°	HaS 152	4-4¾ x5½	OwnH -7	U 5	No	Own 1300	2F	H	7.85	70.5	8x3x¼	T
23	A7	5–7½	6200	160	225	37000	11590	B9.75/20	DB9.75/20	Own FDB	6-4½ x5½	Own H-7	U 5	No	Own 1301	2F	H	6.37	57.2	12½ x3¼ x½	T
24	A8	7½	6300	160	225	37000	11590	B9.75/20	DB9.75/20	Own FEB	6-5x5½	Own H-7	U 5	No	Own 1301	2F	H	6.37	57.2	12½ x3¼ x½	T
25	Kenworth 86	1½–2	1120	141	165	10100	3400	B7 00/20	B7.00/20	Her JXA	6-3¾ x4¼	BL 214	U 4	...	Cla B370	SF	H	5.4	34.6	5½ x3x¼	T
26	88	2	1480	146	200	13400	4400	P32x6	DP32x6	Her JXC	6-3¾ x4¼	BL 234	U 4	Op	Tim 54300H	SF	H	5.83	37.4	8x3x¼	T
27	101B	2–2½	2050	144	186	13400	4700	B7.50/20	DB7.50/20	Bud H298	6-3¾ x4½	BL 234	U 4	...	Tim 54300H	SF	H	5.83	37.4	5½ x3x¼	P
28	89	2½	1670	146	200	15000	4600	B7.50/20	DB7.50/20	Her JXC	6-3¾ x4¼	BL 234	U 4	Op	Tim 56200H	SF	H	6.16	39.5	8x3x¼	T
29	127	2½–3	2600	154	202	16300	5490	B8.25/20	DB8.25/20	Her WXC	6-4x4½	BL 334	U 4	...	Tim 56200H	SF	H	6.16	40.7	8x2¼ x¼	T
30	90	3	1820	146	200	18200	5550	B7.50/20	DB7.50/20	Her JXC	6-3¾ x4¼	BL 234	U 4	Op	Tim 58205H	SF	H	6.83	43.8	8x3¼ x¼	T
31	146B	3–4	3300	158	206	19500	5960	B9.00/20	DB9.00/20	Bud K393	6-4 ⅛ x4¾	BL 334	U 4	Op	Tim 58205H	SF	H	6.83	43.4	8x2¼ x¼	T
32	166B	3½–4	3850	156	204	20700	6890	B9.00/20	DB9.00/20	Bud K393	6-4 ⅛ x4¾	BL 334	U 4	Op	Tim 58205H	SF	H	6.83	43.4	7–9x3x¼	T
33	166A	3½–4	4330	156	204	20700	6890	B9.00/20	DB9.00/20	HaS 147	6-4x5	BL 334	U 4	Op	Tim 58205H	SF	H	6.83	43.4	7–9x3x¼	T
34	186	4–5	4675	155	221	25600	7710	B9.75/20	DB9.75/20	Her YXC2	6-4½ x4¾	BL 1554	U 4	A 3	Tim 75720H	2F	H	7.33	105.	7–9x3x¼	T
35	241	5–7	5450	169	221	27800	9000	B9.75/20	DB9.75/20	Her RXB	6-4½ x5¼	BL 714	U 4	A 3	Tim 76720W	2F	H	7.33	85.5	7–9x3x¼	T
36	241A	5–7	6500	169	228	27800	9500	B9.75/20	DB9.75/20	HaS 160	6-4½ x5½	BL 714	U 4	A 3	Tim 76720W	2F	H	7.33	85.5	8x3x⅛	C
37	241B	5–7	6150	174	228	27800	9500	B9.75/20	DB9.75/20	Bud GL-6	6-4½ x6	BL 714	U 4	A 3	Tim 76720W	2F	H	7.33	85.5	8x3x⅛	C
38	241C	5–7	7200	174	228	27800	10000	B9.75/20	DB9.75/20	HaS 175	6-5x6	BL 714	U 4	A 3	Tim 76720W	2F	H	6.38	86.5	8x3x⅛	C
39	Kleiber 80	1½–2½	1300	140	160	10000	3950	B6.50/20	DB6.50/20	Con 18E	6-3¾ x4	BL 224	U 4	No	Tim 53200H	BF	H	5.81	34.0	5¾ x3¼ x¼	C
40	100	2–3½	1750	170	180	12000	4400	B7.00/20	DB7.00/20	Con 20C	6-3⅜ x4⅝	BL 324	U 4	No	Tim 54200H	BF	H	6.6	38.7	7½ x3x¼	T
41	120	2½–4½	2350	170	180	15000	5150	B7.50/20	DB7.50/20	Con E600	6-3¼ x4	BL 324	U 4	No	Tim 56200H	BF	H	6.17	33.4	7½ x3x¼	T
42	140	3–5½	3300	180	190	18000	6500	B8.25/20	DB8.25/20	Con E601	6-3⅜ x4½	BL 324	U 4	No	Tim 58200H	BF	H	7.1	38.7	7½ x3x¼	T
43	210	4–6	4000	190	192	23400	7600	B9.75/20	DB9.75/20	Con 21R	6-4¼ x4¾	BL 55	U 4	No	EatDB2412H	2F	H	7.25	42.0	7½ x3x¼	T
44	KD6	7	6000	206	210	26000	9500	B9.75/20	DB9.75/20	Cum6HDle	6-4½ x6	BL 714	A 4	A 3	Eat 65041W	2F	R	8.5	91.0	8x3½ x⅛	C
45	La Fr. Republic C-2	2	1100	150	162	11000	3800	B6.00/20	DB6.00/20	Lyc SA	6-3½ x4½	Wa T9	U 4	No	Tim 53200H	SF	H	5.67	35.9	5½ x2¾ x⅛	C
46	D-2	2–2½	1485	162	175	14000	4600	B6.50/20	DB6.50/20	Lyc SB	6-3¾ x4½	Wa T9	U 4	No	Tim 54200H	SF	H	5.83	37.9	7x3x¼	C
47	E-2	2½–3	2005	162	190	17000	5375	P32x6	DP32x6	Lyc ASD	6-3¾ x4½	Fu Mlu-Bb	U 4	No	Tim 56200H	SF	R	7.4	47.0	7x3x¼	C
48	F-3	3½–4	2420	174	198	21000	6240	P34x7	DP34x7	Lyc ASD	6-3⅜ x4½	Fu MGU14	U 4	No	Tim 58200H	SF	R	7.8	50.6	8x3x¼	C
49	H-4	4–5	3285	179	206	26000	7840	B9.75/20	DP9 75/20	Lyc T8	6-3½x5	Fu MRU	U 4	No	Tim 75720H	2F	R	8.15	54.0	8x3x¼	C
50	M-3	5–6	4640	174	198	32000	8490	B10.50/20	DB10.50/20	Wau 6SRL	6-4⅜ x5½	Fu VUOG	U 5	No	Tim 76733H	2F	R	8.85	62.5	9½ x3½ x⅛	C
51	35-4	7–8	6570	174	198	35000	9700	B10.50/24	DB10.50/24	Wau 6-125	6-4⅜ x5½	Fu MHU	U 4	No	Tim 78720W	2F	R	8.90	58.2	9½ x3½ x⅛	C
52	Le Moon 150	1½	1150	140	152	8000	3300	B6.50/20	B6.50/20	Con 20C	6-3⅜ x4⅜	BL 214	U 4	No	Tim 53200H	BF	H	5.14	31.8	6x3x⅛	T
53	200	1½–2	1350	160	178	11200	3600	B7.00/20	DB7.00/20	Con 20C	6-3⅜ x4⅜	BL 214	U 4	No	Tim 53200H	BF	H	5.14	31.8	6x3x⅛	T
54	300	2–3	1575	163	190	12600	4200	B7.50/20	DB7.50/20	Con 20C	6-3⅜ x4⅜	BL 214	U 4	No	Tim 54200H	BF	H	6.80	42.1	6½ x3¾ x¼	T
55	400	3–4	2175	163	190	15300	5000	B8.25/20	DB8.25/20	Wau 6MS	6-3¾ x4¾	BL 314	U 4	No	Tim 56200H	BF	R	6.16	40.6	6½ x3¾ x¼	T
56	505	4–5	2775	160	190	19500	6000	B9.00/20	DB9.00/20	Wau 6MK	6-4 ⅛ x4¾	BL 3341	U 4	No	Tim 58205H	BF	R	6.14	40.6	6½ x3¾ x¼	P
57	501	4–5	3150	160	190	19500	6500	B9.00/20	DB9.00/20	Wau 6SRL	6-4½ x5½	Fu VUOG	U 5	No	Tim 58205H	BF	R	6.01	40.6	7x4x¼	C
58	(9) 600	5–6	3450	169	199	21600	7200	B9.75/20	DB9.75/20	Wau 6SRL	6-4⅜ x5½	BL 514	U 4	No	Tim 65720H	WF	R	6.00	43.2	9x4x¼	C
59	Mack BL	1–2	2500	138	192	.....	4050	B6.00/20	DB6.00/20	Own BL	6-3¼ x5	Own BG	U 4	No	Tim52000B2	SF	H	5.66	27.9	7x3x¼	T
60	BG	1½–3	3000	138	192	.....	4800	P32x6	DP32x6	Own BG	6-3⅜x5	Own BG	U 4	No	Own BG	SF	H	5.44	26.8	7x3x¼	T
61	BF	2½–4	4200	156	198	.....	6600	B8.25/20	DB8.25/20	Own BG	6-3⅜x5	Own BG	U 4	No	Own AB	2F	H	7.01	33.9	7 ⅛ x3x⅛	T
62	AB	3–5	4000	147	219	.....	6450	P34x7	DP34x7	Own AB	4-4¼ x5	Own AB	U 4	No	Own AB	CD	R	7.72	37.4	8x2¼ x¼	T
63	AB	3–5	4200	147	219	.....	6700	P34x7	DP34x7	Own AB	4-4¼ x5	Own AB	U 4	No	Own AB	2F	H	7.58	36.7	8x2¼ x¼	T
64	AB	3–5	4150	147	219	.....	6450	P34x7	DP34x7	Own BG	6-3⅜x5	Own AB	U 4	No	Own AB	CD	R	7.72	37.4	8x2¼ x¼	T
65	AB	3–5	4500	147	219	.....	6700	P34x7	DP34x7	Own BG	6-3⅜x5	Own AB	U 4	No	Own AB	2F	H	7.58	36.7	8x2¼ x¼	T
66	BM	3–5	4700	157	217	.....	7500	B9.00/20	DB9.00/20	Own BC	6-4x5½	Own BC	U 4	No	Own AB	2F	H	7.01	40.9	7 ⅛ x3x⅛	T
67	BC	4–6	5250	154	226	.....	7850	P36x8	DP36x8	Own BC	6-4x5½	Own BC	U 4	No	Own BC	2F	H	7.58	44.2	8½ x3x⅛	T
68	BC	4–6	5500	154	226	.....	8000	P36x8	DP36x8	Own BC	6-4x5½	Own BC	U 4	No	Own BC	CD	R	7.88	46.0	8½ x3x⅛	T
69	BX	4–6	5750	160	214	.....	7900	B9.75/22	DB9.75/22	Own BX	6-4¼ x5½	Own BX	U 4	No	Own BX	CD	R	7.88	55.2	9½ x3x⅛	T
70	BX	4–6	5600	160	214	.....	8050	B9.75/22	DB9.75/22	Own BX	6-4¼ x5½	Own BX	U 4	No	Own BX	2F	H	7.01	49.4	9½ x3x⅛	T
71	BJ	5–8	6450	168	245	.....	9800	B10.50/22	DB10.50/22	Own BK	6-4¼ x5½	Own AL	A 4	No	Own AK	2F	H	6.92	36.4	11 x3½ x¼	T
72	BQ	5–8	6800	191	245	.....	10000	B10.50/22	DB10.50/22	Own BQ	6-4¾ x5¾	Own BQ	A 4	No	Own AK	2F	H	6.52	41.9	10½ x3x⅛	T
73	AK	5–8	5150	162	228	.....	9500	B10.50/24 °	DB10.50/24°	Own AC	4-5x6	Own AC	J 4	No	Own AC	CD	R	7.83	50.5	8½ x2¾ x¼	C
74	AK	5–8	5250	162	228	.....	9400	B10.50/24 °	DB10.50/24°	Own AC	4-5x6	Own AK	A 4	No	Own AK	2F	H	6.92	55.3	8½ x2¾ x¼	C
75	AK	5–8	6450	174	240	.....	10400	B10.50/22	DB10.50/22	Own BQ	6-4¾ x5¾	Own AC	A 4	No	Own AK	2F	H	6.92	44.3	8½ x3x⅛	C
76	BX-8	7½	6250	207	225	.....	9200	B9.75/24	DB9.75/24	Own BX	6-4¼ x5½	Own B	U 4	No	Own BX	2F	H	7.54	53.1	9½ x3x⅛	C
77	AC Light	5–8	4950	168	240	.....	9200	B10.50/24 °	DB10.50/24°	Own AC	4-5x6	Own AC	J 4	No	Own AC	CD	R	8.46	54.4	8x3x⅛	C
78	AC Medium	6–9	5500	168	240	.....	9800	S36x6	DS40x6	Own AC	4-5x6	Own AC	J 4	No	Own AC	CD	R	7.75	49.8	8x3x⅛	C
79	AC Heavy	7–10	6000	168	240	.....	10150	S36x7	DS40x7	Own AC	4-5x6	Own AC	J 4	No	Own AC	CD	R	8.95	57.4	8x3x⅛	C
80	AC	6–9	6450	174	240	.....	11400	B10.50/24	DB10.50/24	Own BQ	6-4¾ x5¾	Own AC	A 4	No	Own AC	CD	R	8.4	53.9	8½ x3x⅛	C
81	AP	7½–10	8500	191	191	.....	11700	S36x7	DS40x8	Own AP	6-5x6	Own AP	J 4	No	Own AP	CD	R	8.31	53.3	8x3x⅛	C
82	Mar.-Herr. A10	1½	2250	135	155	9650	4650	B6.50/20	DB6.50/20	Her JXA	6-3½ x4¼	WG T9	U 4	A 2	Own-Tim	BF	H	6.60	82.0	7½ x2½ x½	C
83	(all 4 Wh.Dr.) A20	2½	3150	135	155	11900	4900	B7.50/20	DB7.50/20	Her JXC	6-3¾ x4¼	Cl R103	U 5	A 2	Own-Tim	BF	H	6.58	80.0	7½ x2½ x½	C
84	A30	3½	4050	155	167	15000	6000	B8.25/20	DB8.25/20	Her WXC	6-4x4½	Cl R900	U 5	A 2	Own-Tim	BF	H	6.17	116.	9½ x3½ x½	C
85	A40	4	4850	155	167	18500	7500	B9.00/20	DB9.00/20	Her WXC3	6-4¼ x4½	Fu 5A380	U 5	A 2	Own-Tim	BF	H	7.80	133.	9½ x3½ x½	C
86	A50	4	5685	155	167	19150	8150	B9.00/20	DB9.00/20	Her WXC3	6-4¼ x4½	Fu 5A380	U 5	A 2	Own-Wis	2F	H	8.0	136.	9½ x3x⅛	C
87	TH300	4½	6285	163	193	21300	9300	B9.75/20	DB9.75/20	Her YXC	6-4⅜ x4¾	Fu 5A380	U 5	A 2	Own-Wis	2F	H	8.0	142.	8½ x3x⅛	P
88	TH310	5	6785	163	193	22620	9620	B9.75/20	DB9.75/20	Her YXC3	6-4⅜ x4¾	Fu 5A530	U 5	A 2	Own-Wis	2F	H	8.0	144.	8½ x3x⅛	P
89	TH310A	6	7785	163	193	25120	10120	B9.75/22	DB9.75/22	Her RXC	6-4⅜ x5½	Fu 5A530	U 5	A	Own-Wis	2F	H	7.79	140.	8½ x3x⅛	P
90	(13) TH315	7	9125	198	216	27950	10950	B10.50/20	DB10.50/20	Her HXB	6-5x6	BL 724	U 4	A 3	Own-Wis	2F	H	7.79	140.	8½ x3x⅛	P
91	(13) TH320	8	10500	198	228	33200	14200	B10.50/24	DB10.50/24	Her HXC	6-5 ¼ x6	BL 724	U 4	A 3	Own-Wis	2F	H	8.05	166.	10x3x⅜	P
92	(13) TH330	9	12500	198	228	35920	14920	B11.25/24	DB11.25/24	Her HXD	6-5 ½x6	BL 734	U 4	A 3	Own-Wis	2F	H	8.40	154.	10x3x⅜	P
93	Moreland RR10	1½	1195	159	Op	10000	4195	B6.50/20	DB6.50/20	Her JXC	6-3¾ x4¼	BL 224	U 4	No	Tim 53200H	SF	H	5.66	35.0	7 ⅛ x2½ x¼	T
94	RR12	2	1400	159	Op	12000	4585	P32x6	DP32x6	Her JXC	6-3¾ x4¼	BL 224	U 4	No	Tim 54300H	SF	H	5.83	36.1	7 ⅛ x2½ x¼	T
95	RR15	.....	1600	159	Op	15000	5250	B8.25/20	DB8.25/20	Her JXC	6-3¾ x4¼	BL 224	U 4	No	Tim 56200H	SF	H	6.17	38.2	7 ⅛ x2½ x¼	T
96	B16	.....	2595	184	Op	15000	5800	B8.25/20	DB8.25/20	Her WXC	6-4x4½	BL 334	U 4	...	Tim 56200H	SF	H	6.17	38.0	9 ⅛ x3½ x¼	T
97	B18	.....	2820	184	Op	18000	6460	B9.00/20	DB9.00/20	Her WXC3	6-4¼ x4½	BL 334	U 4	...	Tim 58205H	SF	H	6.14	37.9	9 ⅛ x3½ x¼	T
98	E22	.....	3405	184	Op	22000	7150	B9.75/20	DB9.75/20	Her WXC3	6-4¼ x4½	BL 334	U 4	...	Tim 65720H	WF	R	7.25	44.5	9 ⅛ x3½ x¼	T
99	H26	.....	4815	196	Op	26000	8900	B9.75/20	DB9.75/20	Her RXB	6-4½ x5¼	BL 524	U 4	...	Tim 65720H	WF	R	8.20	59.8	9½ x3 ⅛ x⅛	T
100	Oshkosh JSW	1½–2	2650	123	Op	10660	4880	B7.00/20	DB7.00/20	Her WXC	6-4x4½	BL 224	U 4	No	Own JSB	SF	H	6.19	40.1	6x3½ x¼	TT
101	(All 4Wh. Dr.) JSB	1½–2	2490	149	Op	10750	4760	B7.00/20	DB7.00/20	Her JXC	6-3¾ x4¼	BL 51-4	U 4	No	Own JSB	SF	H	6.19	40.1	6x3½ x¼	TT
102	LB	2–2½	3750	146	165	13900	6700	B9.00/20	B9.00/20	Her JXC	6-3¾ x4¼	BL 51-4	U 4	No	Own LB	2F	H	7.3	39.0	7x3x¼	T
103	LC	2½–3	4000	146	165	15150	6950	B9.00/20	B9.00/20	Her WXC	6-4x4½	BL 55-4	U 4	No	Own LC	2F	H	7.3	53.1	7x3x¼	T
104	H2A	3½	4675	146	165	16550	7550	B9.75/22	B9.75/22	Her WXC3	6-4¼ x4½	BL 55-7	A 7	No	Own H2A	2F	H	8.94	84.9	7x3x½	T
105	H2B	3½–4	4890	146	165	18800	8700	B10.50/22	B10.50/22	Her YXC	6-4⅜ x4¾	BL 615	U 5	No	Own H2B	2F	H	8.94	73.4	7x3x¼	L
106	H2C	4–5	5165	146	165	22000	9000	B11.25/20	B11.25/20	Her RXB	6-4½ x5¼	BL 615	U 5	No	Own H2C	2F	H	9.6	78.9	7x3x½	L
107	Y2D	4–5½	5490	146	165	22250	9450	B11.25/20	B11.25/20	Her RXB	6-4½ x5¼	BL 70-7	A 7	No	Own Y2D	2F	H	9.6	91.2	7x3x½	L
108	FHX	5–7	G145	146	165	26350	10350	B12 00/20	B12.00/20	Her RXC	6-4⅜ x5¼	BL 70-7	A 7	No	Own FHX	2F	H	9.6	90.2	8x3x½	L
109	F2A	5–7½	6775	146	165	28400	11400	B12.75/20	B12.75/20	Her RXC	6-4⅜ x5¼	BL 70-7	A 7	No	Own F2A	2F	H	9.1	85.5	8x3x½	L
110	GB	7½	9850	156	170	30000	14000	B12.75/20	B12.75/20	Her HXB	6-5x6	BL 744	U 4	A 3	Wis Own	2F	H	5.0	96.3	10x3¼ x⅛	L
111	G	7½–10	10500	156	170	37300	14250	B13.50/20	B13.50/20	Her HXC	6-5¼ x6	BL 744	U 4	A 3	Wis Own	2F	H	5.0	96. 3	10x3¼ x⅛	C
112	Pierce-Arrow 138385	2–2½	2500	160	200	13000	5750	B8.25/20	DB8.25/20	Own 8	8-3½x5	Co RU4SL	U 4	No	Tim 56200	SF	R	5.28	32.6	7½ x3½ x⅛	C
113	15T298	3–3½	1950	150	200	15000	5725	B8.25/20	DB8.25/20	Her WXB	6-3¾ x4½	Cl 108B	U 4	Op	Tim 56200	SF	R	6.16	40.2	7½ x3½ x⅛	C
114	17T361	3–4	2350	150	200	17000	5725	B9.00/20	DB9.00/20	Her WXC2	6-4½ x4½	Co RU48L	U 4	Op	Tim 58200	SF	R	6.83	42.2	7½ x3½ x⅛	C
115	18W361	3½–4½	3000	150	220	18000	6660	B9.00/20	DB9.00/20	Her WXC2	6-4½ x4½	Co RU48L	U 4	Op	Tim 65720	WF	R	6.8	42	8½ x2½ x⅛	C
116	19R479	3½–4½	3600	150	220	19000	7850	B9.00/20	DB9.00/20	Her YXC3	6-4⅜ x4¾	Co TNU	U 4	Op	Tim 65720	WF	R	5.4	286	8½ x2½ x⅛	C
117	24X479	5–6	4150	150	200	24000	9250	B10.50/20	DB10.50/20	Her YXC3	6-4⅜ x4¾	Co TNU	U 4	Op	Tim 66720	WF	R	7.6	402	9½ x2½ x⅛	C
118	28M611	6–7	5400	160	200	28000	11600	B10.50/24	DB10.50/24	Her GXA	6-4¾ x5¾	Own	A 4	Op	Own	WF	R	10	525	9½ x2½ x⅛	C
119	Reo BN	½–¾	530	130	130	5500	2805	B6.50/18	B6.50/18	Own	6-3½x5	Own	U 3	O 2	Own	B½	H	4.9	16.1	7½ x2½ x⅛	C
120	1A, (1C†)	1–1½	575	136	160	9000	2930	B6.00/20	P32x6	Own	4-3 ⅛ x4½	Own	U 4	O 2	Own	SF	H	5.8	38.4	7x2¼ x⅛	C
121	1B, (1D†)	1½–2½	695	140	164	10500	3100	B6.00/20	P32x6	Own	6-3½x5	Own	U 4	O 2	Own	SF	H	5.28	34.8	7x2¼ x⅛	C
122	2B-2D	2–3	945	142	166	12500	3865	B6.50/20	DB6.50/20	Own	6-3½x5	Own	U 4	O 2	Own	SF	H	5.83	38.4	7x3x¼	C
123	(Con't) 2H(2J††)	2–4	1245	142	184	15000	4475	B7.00/20	DB7.00/20	Own	6-3½x5	Own	U 4	O 2	Own	SF	H	6.6	42.9	7x¼ x3	C

Line Number	Engine Details: Piston Displacement	Compression Ratio	Torque lb. ft.	N.A.C.C. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Arrangement	Camshaft Drive	Piston Material	Main Bearings: Number and Diameter	Main Bearings: Length	Oiling System Type	Governor Make	Fuel Syst.: Carburetors Make	Fuel Syst.: Fuel Feed	Electrical: Ignition System Make	Electrical: Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make	Front Axle: Make and Model	Steering Gear Make	Brakes: Service: Make, Location, Type, Operation	Brakes: Service: Lining Area	Brakes: Service: Drum Material	Brakes: Hand Type, Location	Body Mounting Data: Cab to Rear of Frame	Body Mounting Data: Cab to Rear Axle	Body Mounting Data: Width of Frame	Springs: Front	Springs: Rear	Springs: Auxiliary Type
1	282	5.3	176	33.7	73-2800	L	G	A	7-2½	10 11/16	PC	Op	Str	M	AL	AL	P.BL	Yo	Spi	Tim 31020	Ros	L4IH	356	G	TX	92	56	34	37x2¼	54x2½	½
2	282	5.3	176	33.7	73-2800	L	G	A	7-2½	10 11/16	PC	Opt	Str	M	AL	AL	P.BL	Yo	Spi	Shu 5572	Ros	L4IHV	383	G	TX	108	69	34	40x2¼	54x3	½
3	339	4.7	210	38.4	76-2400	L	G	A	7-2⅝	13¼	PC	Opt	Str	M	AL	AL	P.BL	Yo	Spi	Shu 5572	Ros	L4IH	380	G	TX	108	69⅜	34	39½x2½	54x3	½
4	428	4.4	283	45.9	94-2200	L	G	A	7-3	14	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 15582	Ros	L4IHV	398	G	CD	142	83	34⅛	40x2½	54x3	½
5	428	4.4	283	45.9	94-2200	L	G	A	7-3	14	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 15582	Ros	L4IHV	398	G	CD	142	83	34⅛	40x2½	54x3	½
6	501	4.9	330	48.6	110-2200	L	G	A	7-3	12½	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 15592B	Ros	L4IHV	546	G	CD	142	83	34⅛	40x2½	54x3	½
7	529	4.9	350	51.3	115-2200	L	G	A	7-3	12½	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 15592B	Ros	L4IHV	546	G	CD	142	83	34¼	40x2½	54x3	½
8	762	17.	420	57.0	125-1800	H	G	N	7-3½	17½	CC	En	No	M	CI	LN	dpBL	Yo	Spi	Shu 1633W	Ros	Ws4IA	560	G	CD	144	90	34	40x3	54x3	½
9	213	5.0	133	26.3	66-3400	L	C	C	4-2⅝	6¼	FP	No	Til	M	AL	AL	B-W	Mo	Spi	Own D-50	Own	B4IM	156	P	2I	54 3/16	29¼	Var	36½x1¾	51x1¾	N
10	186	4.6	124	21.	39-2400	L	G	C	3-2	6¼	FP	No	Zen	V	DR	DR	P.MM	Mo	MM	Own 104	Ros	B4IM	217	Pa	TX	66 3/16	35 11/16	32⅛	40x2	46x2½	¼
11	186	4.6	124	21.	39-2400	L	G	C	3-2	6¼	FP	No	Zen	V	DR	DR	P.MM	Mo	MM	Own 101	Ros	B4IM	212	P	2I	93⅝	53⅝	32⅛	40x2	46x2½	N
12	186	4.6	124	21.	39-2400	L	G	C	3-2	6¼	FP	No	Zen	V	DR	DR	P.MM	Mo	MM	Own 101	Ros	B4IM	212	P	2I	93⅝	53⅝	32⅛	40x2	46x2½	N
13	224	4.7	138	25.3	54-2700	L	G	A	4-2⅜	7½	PC	No	Zen	M	DR	DR	P.Ro	Mo	MM	Own 105	Ros	B4IM	287	P	2I	93⅝	53⅝	32 1/16	40x2	46x2½	½
14	224	4.7	138	25.3	54-2700	L	G	A	4-2⅜	7½	PC	No	Zen	M	DR	DR	P.Ro	Mo	MM	Own 200	Ros	B4IM	302	P	2I	93⅝	53⅝	32 1/16	40x2¼	46x2½	½
15	224	4.7	138	25.3	54-2700	L	G	A	4-2⅜	7½	PC	No	Zen	V	DR	DR	P.Ow	Mo	MM	Own 200	Ros	B4IM	295	Pa	2I	98⅛	55⅝	32	40x2¼	52x2½	¼
16	207	5.5	137	26.3	59-2900	H	G	C	4-2⅜	6	FP	No	Til	M	DR	DR	P.Ro	Mo	MM	Own 108	Ros	B4IM	271	Pa	2I	93⅝	53⅝	32 1/16	40x2	46x2½	½
17	223	5.4	154	28.3	63-3200	H	G	C	4-2⅜	6 7/16	FP	No	Til	M	DR	DR	P.Ow	Mo	MM	Own 108	Ros	B4IM	303	Pa	2I	106⅝	62⅝	34	40x2	54x3	½
18	279	4.6	176	31.5	67-2600	H	G	C	7-2½	13 3/16	FP	Ha	Zen	M	DR	DR	P.Ow	Mo	MM	Own 251	Ros	B4IM	378	Pa	2I	104	61½	34	42x3	54x3	½
19	279	4.6	176	31.5	67-2600	H	G	C	7-2½	13 3/16	FP	Ha	Zen	M	DR	DR	P.Ow	Mo	MM	Own 300	Ros	B4IM	430	Pa	2I	115	72½	34	42x3	56x3	½
20	279	4.6	176	31.5	67-2600	H	G	C	7-2½	13½	FP	Ha	Zen	M	DR	DR	P.Ow	Mo	MM	Own 300	Ros	B4IM	430	Pa	2I	115	72½	34	42x3	56x3	½
21	312	4.0	200	28.9	59-1800	H	C	A	3-2¾	7⅜	FP	HS	Zen	V	RB	DR	P.Ow	Ow	Ow	Own 400	Own	BO4IM	710	Pa	2I	106½	73¼	34	41½x3	56x3½	¼
22	390	3.8	240	36.1	69-1800	H	C	A	3-3	7⅜	FP	HS	Zen	V	RB	DR	P.Ow	Ow	Ow	Own 500	Own	BO4IM	794	Pa	2I	120	81⅞	34	44x3	58x4	¼
23	525	4.5	315	48.6	98-1800	H	G	C	7-3¼	17¾	FP	Ha	Zen	M	DR	DR	P.Ro	Mo	MM	Own 503	Ros	BO4IMV	729	Pa	TD	106	72	34	48x3	56x3	N
24	648	4.4	398	60.0	114-1800	H	G	C	7-3¼	17¾	FP	Ha	Zen	M	DR	DR	P.Ro	Mo	MM	Own 503	Ros	BO4IMV	729	Pa	TD	106	72	34	48x3	56x3	N
25	228	4.7	150	27.3	50-2400	L	G	A	7-2½	10 11/16	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Cla F208	Ros	L4IH	222	p	TX	88	60	34⅛	40x2¼	52x3	N
26	282	4.7	176	33.7	73-2700	L	G	A	7-2½	10 11/16	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L4IH	335	a	TX	108	60	31½	38x2¼	52x2½	N
27	298	4.7	200	33.7	80-2800	L	G	A	7-3	9⅞	CC	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L4IH	335	a	FD	96	60	34⅛	39x2½	52x3	½
28	282	4.7	176	33.7	73-2700	L	G	A	7-2½	10 11/16	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L4IH	335	a	TX	108	60	31½	38x2¼	52x2½	½
29	339	4.4	212	38.4	76-2400	L	C	C	7-2⅝	13¼	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	335	a	FD	110	72	31½	40x2½	52x3	½
30	282	4.7	176	33.7	73-2700	L	G	A	7-2½	10 11/16	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L4IH	394	a	TX	108	60	31½	38x2¼	52x3	½
31	393	4.9	260	42.1	103-2600	L	G	C	7-3	11½	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IHV	394	a	FD	120	72	31½	40x2½	52x3	½
32	393	4.9	260	42.1	103-2600	L	G	C	7-3	11½	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35100H	Ros	L4IHV	455	a	FD	120	72	33¾	42x2½	56x3½	½
33	377	4.9	258	38.4	92-2300	H	C	A	4-2⅞	11⅛	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35100H	Ros	L4IHV	455	a	FD	120	72	33¾	42x2½	56x3½	½
34	453	4.8	300	48.6	98-2200	L	G	A	7-3	14	CC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35100H	Ros	L4IHV	602	a	FD	110	72	33¾	42x2½	56x3½	½
35	501	4.9	330	48.6	110-2200	L	G	A	7-3	12½	CC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws2ImV	407	a	FD	132	84	33¾	42x3	56x4	½
36	468	4.4	322	43.3	125-2400	H	C	A	4-2¾	10⅜	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws2ImV	407	a	FD	132	84	33¾	42x3	56x4	½
37	572	4.3	358	48.6	114-1900	L	G	C	4-3	10 3/16	CC	Bu	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws2ImV	407	a	FD	132	84	33¾	42x3	56x4	½
38	707	4.4	506	60.0	170-2000	H	C	A	7-3¼	11 3/16	FP	HS	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws2ImV	407	a	FD	132	84	33¾	42x3	56x4	½
39	214	4.9	137	27.3	61-3000	L	C	C	7-2⅛	8 11/16	FP	No	Str	V	DR	DR	D.BL	Mo	Spi	Tim 30000H	Ros	L4IH	308	G	TX	101	64	34	38x2¼	52x2½	N
40	248	5.	172	27.4	78-3100	L	C	C	7-2⅜	10 3/16	PC	No	Str	M	DR	DR	D.BL	Ow	Spi	Tim 31000H	Ros	L4IH	452	G	TX	126	76	34	38x2½	52x2½	½
41	288	4.6	182	32.6	73-2700	L	C	C	7-2⅝	12 11/16	PC	No	Str	M	DR	DR	D.BL	Ow	Spi	Tim 31000H	Ros	L4IH	354	G	F	166	76	34	38x2½	52x3	½
42	318	4.6	204	36.0	80-2700	L	C	C	7-2⅝	12 11/16	FP	No	Str	V	DR	DR	D.BL	Ow	Spi	Tim 33020H	Ros	L4IH	648	G	TD	172	104	34	38x2½	52x3	¼
43	427	4.2	270	45.9	102-2400	H	C	C	7-2¾	13 3/16	FP	No	Str	M	DR	DR	D.BL	Ow	Spi	Tim 35020H	Ros	L4IHV	676	G	FD	170	108	34	38x2½	52x3	¼
44	672	15.	420	57.0	125-1800	H	G	N	7-3¼	13 3/16	FP	En	No	M	No	LN	D.BL	Ow	Spi	Tim 26450	Ros	Ws4IA	848	G	FD	180	130	38	44x2½	52x3	½
45	224	4.7	145	25.3	61-2800	L	G	C	4-2⅜	8 3/16	PC	No	Zen	M	AL	AL	P.BB	Pe	Spi	Tim 30000H	Ros	L4IH	287	Da	TX	110¾	67½	31⅞	38x2	52½x2½	½
46	242	5.0	160	27.3	65-2800	L	G	C	4-2⅜	8 3/16	PC	No	Zen	M	AL	AL	P.BB	Pe	Spi	Tim 31000H	Ros	L4IH	271	Da	TX	143¾	79½	32	38x2	52½x2½	½
47	299	4.9	195	33.5	82-2600	L	G	C	4-2¾	10	PC	Ha	Zen	M	AL	AL	P.BB	Pe	Spi	Tim 31000H	Ros	L4IHV	327	Da	TX	120	78¾	32	38x2	57½x2	½
48	299	4.9	195	33.5	82-2600	L	G	C	4-2¾	10	PC	Ha	Zen	M	AL	AL	D.Fu	Pe	Spi	Tim 33020H	Ros	L4IHV	367	Da	FD	140¼	93	32	39x2½	60x3	½
49	354	4.3	228	36.2	86-2300	L	G	C	4-2¾	10	FP	Ha	Zen	M	AL	AL	D.Fu	Pe	Spi	Tim 33000H	Ros	L4IHV	458	Da	FD	144	75	32	39x2½	60x3	½
50	462	4.6	310	46.	97-2000	L	G	C	7-3	13⅞	PC	Wa	Zen	M	AL	AL	D.Fu	Pe	Spi	Tim 35000H	Ros	L4IHV	468	Da	FD	168	88	32⅛	44x3	60x3½	½
51	462	4.6	324	46.	125-2400	L	G	C	7-3	13⅞	PC	Wa	Zen	M	AL	AL	D.Fu	Ow	Spi	Tim 27450W	Ros	Ws4IA	690	Da	FD	168	81¼	34	44x3	60x3½	N
52	248	4.4	150	27.3	65-2800	L	C	A	7-2⅜	10 5/32	PC	No	Str	M	DR	DR	D.BL	Ch	Spi	Tim 30000H	Ros	L4IH	275	c	TX	96	58	34	37½x2¼	49¼x2½	N
53	248	4.4	150	27.3	65-2800	L	C	A	7-2⅜	10 5/32	PC	No	Str	M	DR	DR	D.BL	Ch	Spi	Tim 30000H	Ros	L4IH	275	c	TX	128	81	34	37½x2¼	50x2½	½
54	248	4.4	150	27.3	65-2800	L	G	A	7-2⅜	10 5/32	PC	No	Str	M	DR	DR	D.BL	Ch	Spi	Tim 31000H	Ros	L4IH	293	c	TX	128	81	34	37½x2¼	50x2½	½
55	315	4.6	200	33.7	72-2500	L	G	C	7-2⅝	12⅜	PC	No	Str	M	DR	DR	D.BL	Ch	Spi	Tim 33000H	Ros	L4IH	345	c	TX	128	81	34	37½x2¼	50½x2½	½
56	381	4.4	242	40.8	85-2500	L	G	C	7-2⅝	12½	PC	No	Str	M	DR	DR	D.BL	Ch	Spi	Tim 33000H	Ros	L4IHV	385	c	CD	128	81	34	39x2½	53x3	½
57	462	4.5	300	45.9	98-2000	L	G	A	7-3	13⅞	PC	Wa	Str	M	DR	DR	D.Fu	Ch	Spi	Tim 35000H	Ros	L4IHV	385	c	CD	128	81	34	39x2½	53x3	½
58	462	4.5	300	45.9	98-2000	L	G	A	7-3	13⅞	PC	Wa	Str	M	DR	DR	D.Fu	Ch	Spi	Tim 35000H	Ros	L4IHV	485	c	RI	128	81	34	39x2½	53x3	½
59	248	5.1	145	25.4	61-2600	L	G	C	7-2⅝	11 11/16	FP	Ha	Str	M	NE	NE	D.Ow	Ow	Spi	Own BL	Ge	L4IH	302	P	FX	109	64 1/16	33 1/16	40⅞x2½	52¾x2½	N
60	309	4.7	183	31.5	75-2500	L	G	C	7-2⅝	11 11/16	FP	Ha	Str	M	NE	NE	D.Ow	Ow	Spi	Own BG	Own	O4IMV	427	a	FX	96	54½	33 1/16	42x2½	54x3	N
61	309	4.7	183	31.5	75-2500	L	G	C	7-2⅝	11 11/16	FP	Ha	Str	M	NE	NE	P.Ow	Ow	Spi	Own BG	Ros	O4IMV	427	a	FD	132	84½	33 1/16	44x2½	54x3	½
62	283	4.4	176	28.9	63-2100	L	G	C	3-3	8 7/32	PS	Ow	Str	G	NE	NE	D.Ow	Ow	Spi	Own AB	Own	O4IMV	471	a	FX	120	73	33¼	42¼x3	48x3	N
63	283	4.4	176	28.9	63-2100	L	G	C	3-3	8 7/32	PS	Ow	Str	G	NE	NE	D.Ow	Ow	Spi	Own AB	Own	O4IMV	471	a	FX	120	73	33¼	42¼x3	56⅛x3½	N
64	309	4.7	183	31.5	75-2500	L	G	C	7-2⅝	11 11/16	FP	Ha	Str	M	NE	NE	D.Ow	Ow	Spi	Own AB	Own	O4IMV	471	a	FX	120	73	33¼	42¼x3	48x3	N
65	309	4.7	183	31.5	75-2500	L	G	C	7-2⅝	11 11/16	FP	Ha	Str	M	NE	NE	D.Ow	Ow	Spi	Own AB	Own	O4IMV	471	a	FX	120	73	33¼	42¼x3	56⅛x3½	N
66	414	4.5	261	38.4	94-2400	L	G	C	7-3	13 3/16	FP	Ha	Str	M	RB	NE	P.Ow	Ow	Spi	Own BM	Ros	O4IMV	427	a	FX	156	108½	33¼	44x2½	54x3½	½
67	414	4.5	261	38.4	94-2400	L	G	C	7-3	13 3/16	FP	Ha	Str	M	RB	NE	P.Ow	Ow	Spi	Own BC	Own	O4IMV	610	a	FX	120	73	33¼	43¾x3	56⅛x3½	N
68	414	4.5	261	38.4	94-2400	L	G	C	7-3	13 3/16	FP	Ha	Str	M	RB	NE	P.Ow	Ow	Spi	Own BC	Own	O4IMV	590	a	JX	120	73	33⅜	43¾x3	54x3	N
69	468	4.7	292	43.4	104-2300	L	G	C	7-3	13 3/16	FP	Ha	Str	M	NE	NE	P.Ow	Ow	Spi	Own BC	Ros	O4IMV	619	a	JX	144	91	33 1/16	53 1/16x3	54x3	N
70	468	4.7	292	43.4	104-2300	L	G	C	7-3	13 3/16	FP	Ha	Str	M	NE	NE	P.Ow	Ow	Spi	Own BC	Ros	O4IMV	619	a	FX	144	91	33 1/16	53 1/16x3	56⅛x3½	N
71	525	4.8	350	48.6	125-2300	L	G	C	4-3½	11 3/16	PS	Ow	Str	M	RB	LN	P.Ow	Ow	Cle	Own AK	Ros	O4IMV	618	a	FD	120	79	33¼	50x3½	59 1/16x4	¼
72	611	5.0	398	54.2	128-2200	L	G	C	4-3½	11 3/16	PS	Ow	Str	M	RB	NE	P.Ow	Ow	Cle	Own BQ	Ros	O4IMV	618	a	FX	150	102	33¼	50x3½	58 1/16x3½	½
73	471	3.9	320	40.0	75-1800	L	G	C	3-3	10 11/16	PS	Ow	Str	G	RB	NS	P.Ow	Ow	Spi	Own AK	Own	O4IMV	492	a	JX	132	93 1/16	37½	48x3½	52x4	½
74	471	3.9	320	40.0	75-1800	L	G	C	3-3	10 11/16	PS	Ow	Str	G	RB	NS	P.Ow	Ow	Spi	Own AK	Own	O4IMV	492	a	FX	132	93 1/16	37½	48x3½	56x4	½
75	611	5.0	398	54.2	128-2200	L	G	C	4-3½	11 3/16	PS	Ow	Str	M	RB	LN	P.Ow	Ow	Spi	Own AK	Ros	O4IMV	561	a	FD	132	93	37⅝	47 1/16x3½	58⅛x4	¼
76	468	4.7	292	43.4	104-2300	L	G	C	7-3	13 3/16	FP	Ha	Str	M	NE	NE	P.Ow	Ow	Spi	Own BC	Ros	O4IMV	619	a	FX	212	138	33 1/16	53 1/16x3	56⅛x3½	N
77	471	3.9	320	10.0	75-1800	L	G	C	3-3	10 11/16	PS	Ow	Str	G	RB	NS	P.Ow	Ow	Spi	Own AC	Own	OJXM	194	c	2I	156	104	37½	46x3½	52x4	½
78	471	3.9	320	40.0	75-1800	L	G	C	3-3	10 11/16	PS	Ow	Str	G	RB	NS	P.Ow	Ow	Spi	Own AC	Own	OJXM	194	c	2I	156	104	37½	46x3½	52x4	½
79	471	3.9	320	40.0	75-1800	L	G	C	3-3	10 11/16	PS	Ow	Str	G	RB	NS	P.Ow	Ow	Spi	Own AC	Own	OJXM	194	c	2I	156	104	37½	46x3½	52x4	½
80	611	5.0	398	54.2	128-2200	L	G	C	4-3½	11 3/16	PS	Ow	Str	M	RB	LN	P.Ow	Ow	Spi	Own AK	Ros	O4IMV	755	c	JX	156	105	37½	48x3½	52x4	½
81	706	4.8	427	60.0	138-1900	L	G	S	4-3 3/16	11 3/16	PS	Ow	Str	G	RB	LN	P.Ow	Ow	Spi	Own AC	Ros	O2IMV	284	c	JX	180	108⅞	37½	46 1/16x3½	52x4	½
82	228	4.7	156	27.3	63-2800	L	G	C	7-2½	10 11/16	PC	No	Zen	M	DR	DR	P.BB	Yo	Spi	TWH	Ros	L4IH	380	a	FX	88	52	34	42x2½	50x2½	½
83	282	5.3	193	33.7	73-2800	L	G	C	7-2½	10 11/16	PC	No	Zen	M	DR	DR	P.BB	Yo	Spi	TWH	Ros	L4IH	452	a	FD	88	52	34	42x2½	50x2½	½
84	339	5.0	235	38.4	94-2800	L	G	A	7-2⅝	13¼	PC	No	Zen	M	DR	DR	P.BB	Yo	Spi	TWH	Ros	L4IHV	578	a	FD	119	72	34	44x3	52x3	½
85	383	5.0	265	43.3	106-2800	L	G	A	7-2⅝	13¼	PC	No	Zen	M	DR	DR	P.BB	Yo	Blo	TWH	Ros	L4IHV	660	a	FD	119	72	43	44x3	52x3	½
86	383	5.0	265	43.3	106-2800	L	G	A	7-2⅝	13¼	PC	Ha	Zen	M	DR	DR	P.BB	Yo	Blo	Own-Wis	Ros	W2/4IA	812	a	FD	119	72	34	44x3	52x3	½
87	428	4.4	280	45.9	94-2200	L	G	A	7-3	14	PC	Ha	Zen	M	DR	DR	D.Fu	Yo	Blo	Own-Wis	Ros	W2/4IA	812	a	FD	109	72	34	44x3	52x3½	½
88	478	4.4	315	51.3	104-2200	L	G	A	7-3	14	PC	Ha	Zen	M	DR	DR	D.Fu	Yo	Blo	Own-Wis	Ros	W2/4IA	918	a	FD	109	72	34	44x3	52x3½	½
89	529	4.9	350	51.3	114-2200	L	G	A	7-3	14	PC	Ha	Zen	M	DR	DR	D.Fu	Yo	Blo	Own-Wis	Ros	W2/4IA	918	a	FD	109	72	34	44x3	52x3½	½
90	707	4.5	460	60.0	150-2000	L	G	A	7-3½	17	PC	Ha	Zen	M	DR	DR	dp.BL	Yo	Blo	Own-Wis	Ros	Ws2/4IA	974	a	FD	168	102	34	52x4	54x4	½
91	779	4.5	508	66.2	164-2000	L	G	A	7-3½	17	PC	Ha	Zen	M	DR	DR	dp.BL	Yo	Blo	Own-Wis	Ros	Ws2/4IA	974	a	2FD	140	102	34	52x4	54x4	½
92	855	4.5	550	72.8	180-2000	L	G	A	7-3½	17	PC	Ha	Zen	M	DR	DR	dp.BL	Yo	Blo	Own-Wis	Ros	Ws2/4IA	974	a	2FD	140	102	34	52x4	54x4	½
93	282	5.0	176	33.8	73-2800	L	G	C	7-2½	10 11/16	PC	No	Zen	M	AL	AL	P.BL	Lo	Spi	Tim 30000H	Ros	L4IH	254	a	TD	132	78	34	40x2½	54x3	½
94	282	5.0	176	33.8	73-2800	L	G	C	7-2½	10 11/16	PC	No	Zen	M	AL	AL	P.BL	Lo	Spi	Tim 31000H	Ros	L4IH	364	a	TD	132	78	34	40x2½	54x3	½
95	282	5.0	176	33.8	73-2800	L	G	C	7-2½	10 11/16	PC	No	Zen	M	AL	AL	P.BL	Lo	Spi	Tim 31000H	Ros	L4IH	364	a	TD	132	78	34	40x2½	54x3	½
96	339	4.7	212	38.4	76-2400	L	G	C	7-2⅝	13¼	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim 33020H	Ros	L4IH	364	a	TD	156	101	34	40x2½	54x3	½
97	383	4.4	262	43.3	92-2400	L	G	C	7-2⅝	13¼	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim 33020H	Ros	L4IH	405	a	TD	156	101	34	41½x2½	54x3	½
98	383	4.4	262	43.3	92-2400	L	G	C	7-2⅝	13¼	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim 35120H	Ros	L4IH	555	a	TD	156	101	34	41½x2½	54x3	½
99	501	4.9	330	48.6	110-2200	L	G	C	7-3	12½	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim26450TW	Ros	W4IA	620	a	TD	168	111¼	34	42x3	56x3½	½
100	339	4.7	225	38.4	75-2200	L	G	C	7-2½	13¼	PC	No	Zen	M	AL	AL	P.BL	Ow	Spi	Own JSB	Ha	B4IMV	304	G	TX	77½	51	34	42x2½	44x2½	½
101	282	5.3	176	33.7	72-2800	L	G	C	7-2½	10 11/16	PC	No	Zen	M	AL	AL	P.BL	Ow	Spi	Own JSB	Ha	B4IMV	304	G	TX	103½	77	34	42x2½	44x2½	½
102	282	5.3	176	33.7	72-2500	L	G	C	7-2½	10 11/16	PC	Ha	Str	M	RB	LN	D.BL	Mo	Blo	Own LB	Ros	O4XM	142	C	2I	112¼	82⅞	34	44x2½	50x3	N
103	339	4.7	210	38.4	70-2000	L	G	C	7-2⅝	13¼	PC	Ha	Str	M	RB	LN	D.BL	Mo	Blo	Own LC	Ros	O4XM	142	G	2I	112¼	82⅞	34	44x2½	50x3	½
104	383	4.7	265	43.3	86-2000	L	G	C	7-2⅝	13¼	PC	Ha	Zen	M	RB	RB	D.BL	Mo	Blo	Own H2A	Ros	O4XM	142	G	2I	112¼	82⅞	34	44x2½	50x3	½
105	428	4.4	278	45.9	90-2000	L	G	C	7-3	15	PC	Ha	Zen	M	RB	LN	D.BL	Mo	Blo	Own H2B	Ros	O4XM	142	G	2I	112¼	82⅞	34	44x2½	50x3	½
106	501	4.9	330	48.6	106-2000	L	G	C	7-3	12½	PC	Ha	Zen	M	NE	LN	D.BL	Mo	Blo	Own H2C	Ros	O4XM	142	G	2I	112¼	82⅞	34	44x2½	50x3	½
107	501	4.9	330	48.6	106-2000	L	G	A	7-3	12½	PC	Ha	Zen	M	NE	LN	D.BL	Mo	Blo	Own Y2D	Ros	O4XM	170	G	2I	112¼	82⅞	34	44x2½	50x3	½
108	529	4.9	350	51.2	112-2000	L	G	A	7-3	12½	PC	Ha	Zen	M	RB	LN	D.BL	Mo	Blo	Own FHX	Ros	O4XM	170	G	2I	112¼	82⅞	34	44x2½	50x3	½
109	529	4.9	350	51.2	112-2000	L	G	A	7-3	12½	PC	Ha	Zen	M	RB	LN	D.BL	Mo	Blo	Own F2A	Ros	B4IMV	666	G	TX	112¼	82⅞	34	44x3	50x4	½
110	707	4.5	455	60.	140-1800	L	G	A	7-3½	17	PC	Ha	Zen	M	RB	LN	dpBL	Mo	Blo	Own GB	Ros	B4IMV	666	G	4I	Opt	Opt	36	48x3½	52x4	½
111	779	4.5	500	66.2	154-1800	L	G	A	7-3½	17	PC	Ha	Zen	M	RB	LN	dpBL	Mo	Blo	Own G	Ros	B4IMV	666	G	4I	Opt	Opt	36	48x3½	52x4	½
112	385	5.0	274	39.2	125-2800	L	C	A	9-2⅝	14⅛	CC	Ha	Str	M	DR	DR	P.Lo	Lo	Cle	Tim 14706	Ha	B4IM	399	D	TD	116¾	62½	34	38x2½	56x3	½
113	298	4.7	190	33.7	70-2600	L	G	C	7-2⅝	13¼	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Cle	Tim 14706	Ha	B4IM	399	D	TD	113½	59½	34	38x2½	56x3	½
114	361	4.7	230	40.3	77-2400	L	G	A	7-2⅝	13¼	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Cle	Tim 14706	Ha	B4IM	399	D	CD	143½	89½	34	38x2½	56x3	½
115	361	4.7	230	40.3	77-2400	L	G	A	7-2⅝	13¼	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Cle	Tim 15735	Ha	B4IA	473	D	CD	119½	65	34	41x2½	56x3	½
116	479	4.7	318	51.3	104-2200	L	G	A	7-3	14	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Cle	Tim 15733	Ha	B4IA	473	D	CD	118¼	163¾	34	41x2½	56x3	½
117	479	4.6	318	51.3	104-2200	L	G	A	7-3	14	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Cle	Tim 26050	Ha	B4IA	473	D	CD	168¼	33¾	34	41x2½	56x3	½
118	611	4.5	410	54.1	130-2000	L	G	A	7-3½	16⅝	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Spi	Tim 26050	Ros	BO4IA	720	D	TX	127	72½	34	41x3	56x4	½
119	230	5.3	152	23.4	68-2800	L	C	A	7-2 3/16	12	CC	No	Str	M	DR	DR	P.Ow	Ow	Cle	Own	Ros	L49H	280	P	TX	.....	.....	.....	38½x2	57x2¼	N
120	205	4.9	136	23.3	51-2500	L	G	B	5-3 3/16	8 3/16	FP	No	Str	M	DR	DR	P.Ow	Pe	Cle	Own	Ros	L4IH	246	C	TX	102	60	34	40x2	50x2½	O
121	230	4.9	152	23.4	68-2800	L	C	A	7-2 3/16	12	CC	No	Str	M	DR	DR	P.Ow	Ow	Cle	Own	Ros	L4IH	246	C	TX	102	60	34	40x2	50x2½	O
122	268	4.9	175	27.3	75-2800	L	C	A	7-2 3/16	12	CC	No	Str	M	DR	DR	P.Lo	Ow	Cle	Own	Ros	L4IH	289	a	TX	105	60	34	40x2¼	52x2½	½
132	268	4.9	175	27.3	75-2800	L	C	A	7-2 3/16	12	CC	No	Str	M	DR	DR	P.BL	Mc	Cle	Own	Ros	L4IH	289	a	TX	116	60	34	40x2½	52x2½	½

Line Number	MAKE AND MODEL	Wheels Driven—6-Wheelers	GENERAL (See Keynote) Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	TIRE SIZE Front	TIRE SIZE Rear	MAJOR UNITS ENGINE Make and Model	ENGINE No. of Cylinders Bore and Stroke	TRANSMISSION Make and Model	TRANSMISSION Location and Forward Speeds	TRANSMISSION Aux. Location and Speeds	REAR AXLE Make and Model	REAR AXLE Gear and Type	REAR AXLE Drive and Torque	REAR AXLE GEAR RATIOS In High	REAR AXLE GEAR RATIOS In Low	FRAME Side Rail Dimensions	FRAME Type
1	Reo ...3H(3J,3K††)	2–5	1795	153	205	17500	5125	B7.50/20	DB7.50/20	Own	6–3⅝x5	Own	U 4	O2	Own	SF	H	6.5	40.5	8¼x1¼x3	C
2	(conc'd) .4H,4J,4M	4–6	2595	170	205	20000	6280	B9.00/20	DB9.00/20	Own	8–3⅝x5	Own	U 4	O2	Own	SF	H	6.14	40.5	10x3x¼	C
3	Schacht.....10HA	2–3	1370	156	195	11500	4072	B7.00/20	DB7.00/20	Con 16C	6–3⅜x4⅝	BL 35	U 4	No	Tim	BF	H	5.83	31.2	6x3x¼	P
4	.....15HA	2½–3½	1735	156	195	13000	4375	B8.25/20	DB8.25/20	Con 16C	6–3½x4⅝	BL 35	U 4	No	Tim	BF	H	6.06	38.5	6x3x¼	P
5	.....20HA	2½–4	2185	160	207	15300	4783	B8.25/20	DB8.25/20	Her WXC	6–4x4½	Fu MLU	U 4	No	Tim	BF	R	6.06	38.5	6x3x¼	P
6	.....25HA	3–4½	2695	146	213	19500	5750	B9.00/20	DB9.00/20	Her WXC	6–4x4½	Fu MGU	U 4	No	Tim	BF	R	6.02	39.2	7x3x¼	P
7	.....28HA	4–5½	3050	146	227	23000	6600	B9.75/20	DB9.75/20	Her WXC	6–4x4½	Fu MGU	U 4	No	Tim	BF	R	6.83	43.8	7x3x¼	P
8	.....30HA	4½–6	3295	146	227	23000	6800	B9.75/20	DB9.75/20	Her WXC	6–4x4½	Fu MGU	U 4	No	Wis	2F	R	7.14	46.4	7x3x¼	P
9	.....35HA	5–7	3725	146	227	24000	7400	B9.75/20	DB9.75/20	Her WXC2	6–4½x4½	Fu MGU	U 4	No	Own	2F	R	8.00	52.0	8¼x3x¼	P
10	.....40H	5–7	4295	154	235	25500	7600	B9.75/20	DB9.75/20	Her YXC	6–4⅝x4¾	Fu VUOG	U 5	No	Own	2F	R	7.07	49.7	8¼x3x¼	P
11	.....40HB	7–9	4695	154	235	29500	7750	B10.50/20	DB10.50/20	Her YXC	6–4⅝x4¼	Fu VUOG	U 5	No	Wis	2F	R	7.07	49.7	8¼x3x¼	P
12	.....66HA	8–11	5895	152	247	35000	9820	B10.50/24	DB10.50/24	Her RXC	6–4⅝x5¼	Fu VUOG	U 5	No	Wis	2F	R	7.07	49.8	8¼x3x¼	P
13	.....(T) TRDA	10	3895	148	174	39000	6450	B9.75/20	DB9.75/20	Her YXC3	6–4⅝x4¾	Fu VUOG	U 5	No	Own	2F	R	7.8	56.8	7x3x¼	P
14	Sterling.....FB40	1½–2	1135	142	162	11000	3450	B6.50/20	DB6.50/20	Con 25A	6–3⅜x4	Wa T9	U 4	No	Own	BF	H	5.66	36.2	6x2½x¼	C
15	.....FB50	2–2½	1240	142	162	11500	3650	B7.00/20	DB7.00/20	Con 25A	6–3⅜x4	Wa T9	U 4	No	Own	BF	H	5.66	36.2	6x2½x¼	C
16	.....FB60	2½–3	1590	142	162	14000	4150	B7.00/20	DB7.00/20	Wau TL	6–3⅜x4¾	Wa T9	U 4	No	Own	BF	H	5.83	37.3	6x2½x¼	C
17	.....FB70	2½–3	2635	174	204	17000	5755	B7 50/20	B7.50/20	Wau ML	6–4x4¾	Own UC7	U 5	No	Own	BF	R	7.4	52.7	10x3¼x1¼	L
18	.....FD80	3–4	3065	174	204	21000	6680	B8.25/20	DB8.25/20	Wau 6ML	6–4x4¾	Own UC7	U 5	Op	Own	2F	R	7.8	55.3	10x3¼x1¼	L
19	.....FB80 Spec	3½–4	3010	174	204	21000	6680	B8.25/20	B8.25/20	Wau ML	6–4x4¾	Own UC7	U 5	No	Own	BF	R	7.8	55.6	10x3¼x1¼	L
20	.....FC90	4	4105	174	204	22000	7480	B9.00/20	DB9.00/20	Wau 6MK	6–4½x4¾	Own UC7	U 5	Op	Own	CD	R	8.66	61.7	10x3¼x1¼	L
21	*.....FD90	4	3315	174	204	22000	7480	B9.00/20	B9.00/20	Wau MK	6–4½x4¾	Own UC7	U 5	No	Own	2F	R	8.0	57.0	10x3¼x1¼	L
22	....FW97S, FD97S	4–5	4355	192	222	26000	8200	P36x8	DP36x8	Wau 6SRL	6–4⅜x5½	Own UC2	U 4	Op	Own	w/2F	R	7.75	51.6	12x3¼x1¼	L
23	.....FC100	5–5½	4185	192	222	26000	7750	P36x8	DP36x8	Wau 6MK	6–4½x4¾	Own UC2	U 4	Op	Own	CD	R	9.3	61.2	12x3¼x1¼	L
24	*...FW115, FD115	5–6	4690	192	222	32000	8750	P40x8	DP40x8	Wau 6SRL	6–4⅜x5½	Own UC2	U 4	Op	Own	w/2F	R	8.20	54.6	12x3¼x1¼	L
25	.....FC107	5–6	4700	192	222	27000	8200	P36x8	DP36x8	Wau 6SRL	6–4⅜x5½	Own UC2	U 4	Op	Own	CD	R	8.20	54.6	12x3¼x1¼	L
26	*...FW140, FD140	7–8	6005	192	222	35000	10050	P40x8	DP42x9	Wau SRL	6–4⅜x5½	Own UC2	U 4	Op	Own	w/2F	R	10.0	66.6	15x3¼x1¼	L
27	*.....FC135	7–8	4890	192	222	35000	8900	P40x8	DP40x8	Wau SRL	6–4⅜x5½	Own UC2	U 4	Op	Own	CD	R	9.3	62.2	15x3¼x1¼	L
28	*.....FC140	8–8½	5595	200	230	36000	9350	P40x8	DP40x8	Wau HB	6–4¼x5¾	Own UC2	U 4	Op	Own	CD	R	8.3	55.2	15x3¼x1¼	L
29	*.....FC145	8–8½	6180	200	230	37000	10100	P40x8	DP40x8	Wau AB	6–4½x5¾	Own UC8	U 4	Op	Own	CD	R	9.4	58.9	15x3¼x1¼	L
30	*...FW170, FD170	9½–10½	6980	200	230	35000	10550	P40x8	DP44x10	Wau AB	6–4½x5¾	Own UC8	U 4	Op	Own	w/2F	R	10.0	62.7	15x3¼x1¼	L
31	*.....FC170	9½–10½	6900	200	230	40000	10550	P40x8	DP42x9	Wau RB	6–5x5¾	Own UC8	U 4	Op	Own	CD	R	9.4	58.9	15x3¼x1¼	L
32	.....FD195	12–12½	8925	200	230	39000	10750	B10.50/20	DB10.50/20	Cum H Die	6–4⅞x6	BL 734	U 4	Op	Wis 1910W	2F	R	8.88	55.8	15x3¼x1¼	L
33	Stewart.....41X	¾	670	124	124	.....	2875	B6.50/18	B6.50/18	Lyc	6–3¼x4½	WG	U 4	No	Cla	8½	H	5.4	35.1	6x2¼x¼	T
34	.....41XS	1	680	134	145	.....	2925	B6.50/18	B6.50/18	Lyc	6–3¼x4½	WG	U 4	No	Cla	8½	H	5.4	35.1	6x2¼x¼	T
35	.....44X	1½	695	134	176	8500	3250	B6.50/20	B6.50/20	Lyc	6–3¼x4½	WG	U 4	No	Cla	8F	H	5.61	35.8	7½x2¾x⅜	T
36	.....42X	1¾	795	145	176	9000	3525	B6.50/20	B6.50/20	Lyc	6–3¼x4½	WG	U 4	No	Cla	8F	H	5.6	35.8	7½x2¾x⅜	T
37	.....43X	2	995	145	176	10800	4005	B6.50/20	DB6.50/20	Lyc	6–3⅜x4½	WG	U 4	No	Cla	8F	H	6.3	22.	7½x2¾x⅜	T
38	.....45X	2	1295	145	190	12800	4350	B6.50/20	DB6.50/20	Lyc	6–3⅜x4½	WG	U 4	No	Cla	8F	R	6.37	44.4	7½x2¾x⅜	T
39	.....29XS	2½	1695	145	220	15000	5180	B7.00/20	DB7.00/20	Lyc	6–3¾x4½	BL	U 5	No	Cla	8F	R	6.37	44.4	7½x2¾x⅜	T
40	.....32X	3	1990	165	220	18000	5460	B7.00/20	DB7.00/20	Lyc	6–3¾x4½	BL	U 5	No	Cla	8F	R	6.37	44.4	9x2¾x⅜	T
41	58-8	3	2190	170	226	18000	6025	B7.50/20	DB7.50/20	Lyc	8–3¾x4½	Ful	U 5	No	Cla	8F	R	7.1	47.0	9x2¾x⅜	T
42	.....18X	3½	2690	165	220	20000	6600	B7.50/20	DB7.50/20	Lyc	6–3⅞x5	Ful	U 5	No	Tim	WF	R	7.25	47.5	9x2¾x⅜	T
43	48-8	3½	2990	170	241	20000	6750	B8.25/20	DB8.25/20	Lyc	8–3¾x4¾	BL	U 5	No	Cla	WF	R	7.1	50.1	9x2¾x⅜	T
44	.....19X	3½	3690	165	235	20000	7110	B9.00/20	DB9.00/20	Lyc	6–3⅞x5	Fu	U 4	A 3	Tim	WF	R	7.25	127.	9x2¾x⅜	T
45	38-6	3½–5	3990	170	241	23000	7600	B9.00/20	DB9.00/20	Wau	6–4⅜x5½	BL	U 5	A 3	Tim	WF	R	7.25	147.	9x2¾x⅜	T
46	38-8	3½–5	3990	170	241	23000	7600	B9.00/20	DB9.00/20	Lyc	8–3¾x4¾	BL	U 5	A 3	Tim	WF	R	7.25	147.	9x2¾x⅜	T
47	.....31X	5–6	5190	165	235	30000	9340	B9.75/20	DB9.75/20	Wau	6–4⅜x5½	BL	U 4	A 3	Tim	WF	R	8.2	15.1	9¼x2¾x⅜	T
48	.....27XS	7–8	6190	165	235	33000	10300	B10.50/24	DB10.50/24	Wau	6–4⅜x5½	BL	U 4	A 3	Tim	WF	R	10.1	93.8	9¼x2¾x⅜	T
49	Studebaker. .(1)S-2	1½–2	670	130	165	9000	3110	B6.00/20	P32x6	Own	6–3¼x4⅝	War T9	U 4	No	Cla B373	SF	H	5.66	36.2	7x2¾x⅜	T
50	.....S-4	1¾–2½	785	130	165	10500	3445	B6.00/20	DB6.50/20	Own	6–3¼x4⅝	War T9	U 4	No	Cla B412	SF	H	6.8	43.5	7x2¾x⅜	T
51	.....S-3	2–3	945	141	165	12000	4095	B6.50/20	DB6.50/20	Own	6–3¼x4⅝	War T9	U 4	No	Tim 54200	SF	H	6.8	43.5	7x2¾x⅜	T
52	.....S-8	3–4	1330	141	183	16000	4875	B6.50/20	DP32x6	Own	6–3¼x4⅝	War T9	U 4	A 2	Tim 58200	SF	H	7.8	75.8	8x2¾x¼	T
53	Ward La Fr...25R14	2½	2800	176	208	14000	6000	B7.50/20	DB7.50/20	Wau ML	6–4x4¾	BL 324	U 4	No	Tim 54200H	SF	R	Opt	Opt	12x3x¼	B
54	.....25R16	3	2975	176	208	16000	6200	B8.25/20	DB8.25/20	Wau ML	6–4x4¾	BL 324	U 4	No	Tim 56200H	SF	R	Opt	Opt	12x3x¼	B
55	.....25R18	3–4	3275	176	208	18000	6400	B9.00/20	DB9.00/20	Wau MK	6–4½x4¾	BL 324	U 4	No	Tim 58205H	SF	R	Opt	Opt	12x3x¼	B
56	.....30R19	3–4	3675	194	226	19000	7000	B9.00/20	DB9.00/20	Wau MK	6–4½x4¾	BL 524	U 4	No	Tim 65200H	WF	R	Opt	Opt	12x3½x⅜	B
57	320	3–4	3750	194	226	19000	8600	B9.00/20	DB9.00/20	Wau SRL	6–4⅜x5½	BL 534	U 4	No	Tim 58205H	SF	R	Opt	Opt	12x3½x⅜	B
58	.....30R-20	3–4	3850	194	226	20000	8600	B9.00/20	DB9.00/20	Wau SRL	6–4⅜x5½	BL 534	U 4	No	Tim 65200H	WF	R	Opt	Opt	12x3½x⅜	B
59	.....30R23	3½–5	4175	194	226	23000	7300	B9.75/20	DB9.75/20	Wau MK	6–4½x4¾	BL 524	U 4	No	Tim 65720H	WF	R	Opt	Opt	12x3½x⅜	B
60	.....35R	4–5	4975	194	226	25000	8700	B9.75/20	DB9.75/20	Wau SRL	6–4⅜x5½	BL 534	U 4	No	Tim 65720H	WF	R	Opt	Opt	12x3½x⅜	B
61	.....75RH	5–7½	6350	210	231	30000	10500	B10.50/20	DB10.50/20	Wau RB	6–5x5¾	BL 734	U 4	No	Tim 66720H	WF	R	Opt	Opt	14x3½x¼	T
62	.....55RH	7½	5350	203	224	30000	10000	B10.50/20	DB10.50/20	Wau SRK	6–4⅜x5½	BL 724	U 4	No	Tim 66720H	WF	R	Opt	Opt	14x3½x¼	T
63	.....55RW	7½	5750	203	224	30000	10500	B10.50/20	DB10.50/20	Wau SRK	6–4⅜x5½	BL 724	U 4	No	Tim 66720W	WF	R	Opt	Opt	14x3½x¼	T
64	.....75RW	7½	6750	210	231	30000	10600	B10.50/20	DB10.50/20	Wau RB	6–5x5¾	BL 734	U 4	No	Tim 66720W	WF	R	Opt	Opt	14x3½x¼	T
65	.....50D	7½	5975	159	173	36000	11000	P40x8	DP40x8	Wau SRL	6–4⅜x5½	BL 724	U 4	No	Tim 68702D	WF	R	Opt	Opt	14x3½x¼	T
66	.....100RW	7½–10	7350	210	231	36000	11500	B10.50/24	DB10.50/24	Wau RB	6–5x5¾	BL 734	U 4	No	Tim 68720W	WF	R	Opt	Opt	14x3½x¼	T
67	White (12).....60K	1¼–1½	1850	112	112	.....	3905	B7 00/20	B7 00/20	Own 2A	6–3½x4½	Own 3BC	U 3	No	Own 4C	S½	H	5.87	22.2	5x3x⅛	C
68	601	1¼–1½	1850	138	157	.....	4210	B7.50/20	B7.50/20	Own 2A	6–3½x4½	Own 5B	U 4	No	Own 4C	S½	H	4.73	19.5	6x2⅝x⅛	C
69	161	1¼–1½	1700	138	157	.....	4420	B7.50 20	B7.50/20	Own GRCB	4–4x5¾	Own 8B	U 4	No	Own 4C	S½	H	4.73	19.5	6x2⅝x⅛	C
70	602	1½–2	2050	138	157	.....	4500	B7.00/20	DB7.00/20	Own 2A	6–3½x4½	Own 5B	U 4	No	Own 4CB	S½	H	4.73	19.5	6x2⅝x⅛	C
71	162	1½–2	1900	138	157	.....	4710	B7 00/20	DB7.00/20	Own GRCB	4–4x5¾	Own 8B	U 4	No	Own 4CB	S½	H	4.73	19.5	6x2⅝x⅛	C
72	611	2–2½	2450	148	196	.....	4960	B7.00/20	DB7.00/20	Own 4A	6–3¾x4½	Own 5B	U 4	No	Own 7C	S½	H	5.67	23.4	6½x3x⅛x¼	C
73	211	2–2½	2300	148	198	.....	5170	B7.00/20	DB7.00/20	Own GRCB	4–4x5¾	Own 8B	U 4	No	Own 7C	S½	H	5.67	23.4	6½x3x⅛x¼	C
74	612	2½–3	2800	148	196	.....	5295	B7.50/20	DB7.50/20	Own 4A	6–3¾x4½	Own 5B	U 4	No	Own 7CB	S½	H	5.67	23.4	6½x3x⅛x¼	C
75	212	2½–3	2650	148	198	.....	5500	B7.50/20	DB7.50/20	Own GRCB	4–4x5¾	Own 8B	U 4	No	Own 7CB	S½	H	5.67	23.4	6½x3x⅛x¼	C
76	620	2½–3	4350	157	195	.....	7430	B8.25/20	DB8.25/20	Own 7A	6–4½x5¼	Own 4B	U 4	No	Own 14C	SF	R	6.38	41.8	7⅛x2⅛x⅜	C
77	.....51A	2½–4	3750	170	190	.....	6438	S36x5°	S36x8°	Own GRB	4–4½x5¾	OwnGRBA	U 4	No	Own 51A	S½	R	7.14	35.6	8x3x⅛	C
78	618	3–4	3600	166	206	.....	6675	B9.00/20	DB9.00/20	Own 4AB	6–3⅜x4	Own 11BA	U 5	No	Own 14CB	2F	R	8.15	61.8	8x3¼x¼	C
79	621	3–4	4650	157	195	.....	7945	B9.00/20	DB9.00/20	Own 7A	6–4⅛x5¼	Own 4B	U 4	No	Own 10C	SF	R	6.33	41.4	7⅛x2⅛x⅜	C
80	630	3–4½	5000	168	215	.....	8500	B9.00/20	DB9.00/20	Own 7A	6–4⅛x5¼	Own 4B	U 4	No	Own 10C	SF	R	6.33	41.4	8x3x¼	C
81	640	3–4½	6100	180	214	.....	9200	B9.00/20	DB9.00/20	Own 1AB	6–4⅝x5¾	Own 7B	U 4	No	Own 10C	SF	R	5.18	33.9	8¼x3⅛x⅛	C
82	58	3–5	4400	180	195	.....	7797	S36x5°	DS36x5°	Own GRB	4–4¼x5¾	Own 4B	U 4	No	Own 2C	2F	R	7.6	49.7	8¼x3⅛x⅛	C
83	.....58-8S	7½	5300	196	196	.....	9300	B10.50/24	DB10.50/24	Own GRB	4–4¼x5¾	Own 4B	U 4	No	O⁺ n 6C	2F	R	11.8	77.5	10¼x3⅛x⅛	C
84	55	5	4650	174	215	.....	8737	S36x5°	DS40x5	Own GRB	4–4¼x5¾	OwnGRBA	U 4	No	Own 55	2F	R	10.1	66.1	8x18.4 lb.	I
85	631	3½–6	5750	168	215	.....	9000	B9.75/20	DB9.75/20	Own 7A	6–4⅛x5¼	Own 4B	U 4	No	Own 2C	2F	R	8.70	56.9	8x3x¼	C
86	.....631X	7½	6100	215	215	.....	10000	B10.50/20	DB10.50/20	Own 7A	6–4⅛x5¼	Own 4B	U 4	No	Own 2C	2F	R	10.15	66.4	8¼x3⅛x⅛	C
87	641	3½–6	6450	180	214	.....	9700	B9.75/20	DB9.75/20	Own 1AB	6–4⅝x5¾	Own 7B	U 4	No	Own 2C	2F	R	7.16	46.9	8¼x3⅛x⅛	C
88	642	4–7½	6750	180	214	.....	10600	B9.75/24	DB9.75/24	Own 1AB	6–4½x5¾	Own 7B	U 4	No	Own 13C	2F	R	10.2	66.5	8¼x3⅛x⅛	C
89	52	5–7½	5100	174	215	.....	9400	S36x6°	S40x12	Own GRB	4–4¼x5¾	OwnGRBA	U 4	No	Own 52	2F	R	11.7	58.4	8x18.4 lb.	I
90	643	5–9	6950	180	214	.....	10900	B10.50/24	DB10.50/24	Own 1AB	6–4⅝x5¾	Own 7B	U 4	No	Own 13C	2F	R	10.2	66.5	8¼x3⅛x⅛	C
91	691	7–9	7250	129	129	.....	12200	B10.50/24	DB10.50/24	Own 5AD	6–4⅝x5¼	Own 10BB	U 5	No	Own 13CB	2F	R	10.2	63.4	8¼x3¼x¼	C
92	Willys.....77	.....	445	100	100	.....	.....	B5.00/17	B5.00/17	Own 77	4–3½x4⅜	Own 77	U 3	No	Own 77	8½	H	4.3	12.5	3¾x1¼x⅜	T
	Six-Wheelers																				
93	Autocar...6GE	4R 15	11000	198	234	.....	16300	B9.75/22	DB9.75/22	Ste LT	6–5¼x6	BL 734	U 4	A 3	Tim SW410	WF	R	8.2	99.6	10½x3x⅛	T
94	Brockway . .180SBT	5–7½	4200	212	224	28000	9795	B8.25/20	BD8.25/20	Con 32B	6–4½x4½	.....	U 5	Op	Tim SBT-251	SF	T	6.14	48.5	8¼x3x⅜	B
95	Corbitt..20SW6	4R 3–5	5720	Op	Op	.....	9000	B7.50/20	DB7.50/20	Con 20R	6–4½x4¾	BL 615	U 5	No	TimSW150W	w/2F	R	Opt	Opt	8x3½x¼	T
96	.....28SW6	4R 5–7½	6380	Op	Op	.....	10000	P34x7	DP34x7	Con 21R	6–4⅝x4¾	BL 607	A 7	No	TimSW250W	w/2F	R	Opt	Opt	8x3x⅛	T
97	.....36SW6	4R 7½–10	8800	Op	Op	.....	11500	P36x8	DP36x8	Con 21R	6–4⅝x4¾	BL 607	A 7	No	TimSW310W	w/2F	R	Opt	Opt	10x3½x⅛	T
98	.....40SW6	4R 10–15	11000	Op	Op	.....	13000	P38x9	DP38x9	Con 16H	6–4¾x5¾	BL 707	A 7	No	TimSW410W	w/2F	R	Opt	Opt	10x3½x⅛	T
99	Day-Elder..285	2R 8	5295	205	234	28500	12000	B8.25/20	DB8.25/20	Her RXC	6–4⅝x5¼	BL 534	U 4	No	TiSWD210H	WF	R	7.50	47.6	10x3¼x1¼	C
100	345	4R 10	6395	205	234	34500	12500	B9.00/20	DB9.00/20	Her RXC	6–4⅝x5¼	BL 534	U 4	No	TiSWD310W	WF	R	8.54	54.0	10x3¼x1¼	C
101	402	4R 12	7495	205	234	40200	14200	B9.75/20	DB9.75/20	Her RXC	6–4⅝x5¼	BL 725	U 5	No	TiSWD410W	WF	R	9.0	63.6	10x3¼x1¼	C
102	Diamond T .801	4R 4	4140	189	219	21000	8500	P36x8	P36x8	Her YXC	6–4½x4¾	BL 55	A 7	No	Own	WF	H	Opt	Opt	6½x3x¼	P
103	1201	4R 6	5600	180	210	28000	11000	P34x7	DP34x7	Her RXB	6–4½x5½	BL 60	A 7	No	Tim SW200	WF	R	Opt	Opt	9x3½x¼	P
104	1602	4R 8	6400	175	210	36000	11700	P36x8	DP36x8	Her RXC	6–4½x5¼	BL 60	A 7	No	Tim SW310	WF	R	Opt	Opt	9x3½x¼	P
105	1603	4R 8	7500	184	224	36000	12500	P36x8	DP36x8	Wau 6RB	6–5x5¾	BL 70	A 7	No	Tim SW310	WF	R	Opt	Opt	9x3½x¼	P
106	Dodge Bros..UGS50	1½–3	875	153	153	12000	3575	B6.00/20	P32x6	Own	4–3⅝x4¾	Own	U 4	No	Own	SF	H	5.85	36.1	7⅛x2½x⅛	C
107	.....GS50	1½–3	935	153	153	12000	3650	B6.00/20	P32x6	Own	6–3¼x4¼	Own	U 4	No	Own	SF	H	5.85	36.1	7⅛x2½x⅛	C
108	.....GS55	2–4	1260	158	158	14575	4450	B7.00/20	DB7.00/20	Own	6–3¼x4⅝	Own	U 5	No	Own	SF	H	6.37	50.9	8¼x2⅛x⅛	C
109	.....FS75	.....	3995	221	221	30000	8350	B9.00/20	DB9.00/20	Own	6–3⅜x5	Own	U 4	No	Own	SF	H	7.13	48.2	10x3¼x⅛	C
110	Fageol.....8-46	4R 8	7200	195	220	38000	12200	B9.75/20	DB9.75/20	Wau SRK	6–4⅜x5½	BL 554	U 4	A 3	Tim Own	WF	R	5.19	127.	8¼x3½x⅛	C
111	10-46	4R 10	8700	232	232	54000	14100	B9.75/20	DB9.75/20	Wau RB	6–5x5¾	BL 714	U 4	A 3	Tim Own	WF	R	5.19	127.	8¼x4x⅝	C
112	Federal D2SWL	2R 3	1050	140	182	13750	3925	B6.00/20	P32x6	Con W10	4–3¼x4¼	WG T9	U 4	No	Cla B373A	SF	H	6.38	40.8	6x2¾x¼	C
113	.....E2SWL	2R 3	1150	145	187	13750	3975	B6.00/20	P32x6	Con 17E	6–3¼x4	WG T9	U 4	No	Cla B373A	SF	H	6.38	40.8	6x2¾x¼	C
114	.....D2DL	4R 3	1350	140	182	14000	4235	B6.00/20	P32x6	Con W10	4–3¼x4¼	WG T9	U 4	No	Cla B373A	BF	H	6.38	40.8	6x2¾x¼	C
115	.....E2DL	4R 3	1450	145	187	14000	4310	B6.00/20	P32x6	Con 17E	6–3⅜x4	WG T9	U 4	No	Cla B373A	BF	H	6.38	40.8	6x2¾x¼	C
116	.....A6008W	2R 4½–5	2395	170	206	20000	7300	B7.50/20	DB7.50/20	Con E602	6–4½x4½	Own 7784	A 4	No	Cla B642	BF	H	7.16	46.7	6x3½x¼	P
117	.....A600D	4R 4½–5	2795	170	206	20000	7700	B7.50/20	DB7.50/20	Con E602	6–4½x4½	Own 7784	A 4	No	Cla B642	BF	H	7.16	46.7	6x3½x¼	P
118	.....T108W	2R 7	3895	188	224	28000	9600	P34x7	DP34x7	Con 20R	6–4½x4¾	Cla B710	A 5	No	Tim 58200H	BF	H	7.8	50. 6	7½x3½x¾	P
119	FWD.....MX6	6 10–15	12255	200	Op	48000	17800	B13.50/20	DB13.50/20	Wau RB	6–5x5¾	BL 714	U 4	A 2	Wis 131TW	2F	H	8.36	173.	10x3x⅜	C
120	.....X6	4F 6–10	7385	170	Op	36000	12000	B9.75/20	DB9.75/20	Wau SRK	6–4⅝x5½	Own U	A 5	Op	Own X	BF	H	7.35	73	7x3x⅜	

Line Number	Piston Displacement	Compression Ratio	Torque lb. ft.	N.A.C.C. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Arrangement	Camshaft Drive	Piston Material	Main Bearings: Number and Diameter	Main Bearings: Length	Oiling System Type	Governor Make	Fuel Syst.: Carburetors Make	Fuel Syst.: Fuel Feed	Electrical: Ignition System Make	Electrical: Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make
1	309	4.9	200	31.5	85-2800	L	C	A	7-2⅝	12	CC	No	Str	M	DR	DR	P.BL	Mc	Cle
2	358	4.9	230	36.4	110-2800	L	C	A	9-2⅝	12½	FP	EV	Sch	M	DR	DR	dp.Lo	Mc	Cle
3	248	5.1	150	27.3	65-2600	L	G	C	7-2⅝	10⅜	FP	No	Str	M	DR	DR	D.BL	Yo	Spi
4	248	5.1	150	27.3	65-2600	L	G	C	7-2⅝	10⅜	FP	No	Zen	M	DR	DR	D.BL	Yo	Spi
5	339	4.7	225	38.4	73-2200	L	G	C	7-2⅝	13¼	PC	Mo	Str	M	AL	AL	D.BB	Yo	Spi
6	339	4.7	225	38.4	73-2200	L	G	C	7-2⅝	13¼	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi
7	339	4.7	225	38.4	73-2200	L	G	C	7-2⅝	13¼	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi
8	339	4.7	225	38.4	73-2200	L	G	C	7-2⅝	13¼	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi
9	360	4.7	238	40.3	80-2200	L	G	C	7-2⅝	13¼	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi
10	428	4.4	280	45.9	93-2200	L	G	C	7-3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi
11	428	4.4	280	45.9	93-2200	L	G	C	7-3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi
12	529	4.9	355	51.2	115-2200	L	G	C	7-3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi
13	478	4.4	318	51.2	103-2200	L	G	C	7-3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi
14	214	5.0	137	28.0	72-3300	L	C	A	4-2¾	6⅜	CC	No	Zen	M	DR	DR	P.Lo	Pe	Spi
15	214	5.0	137	28.0	72-3300	L	C	A	4-2¾	6⅜	CC	No	Zen	M	DR	DR	P.Lo	Pe	Spi
16	255	5.0	175	28.0	68-2600	L	G	C	4-2¾	7⅝	CC	No	Zen	M	DR	DR	P.Lo	Pe	Spi
17	358	4.4	230	38.4	80-2500	L	G	C	7-2⅝	12½	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi
18	358	4.4	230	38.4	80-2500	L	G	C	7-2⅝	12½	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi
19	358	4.4	230	38.4	80-2500	L	G	C	7-2⅝	12½	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi
20	381	4.4	240	40.8	85-2500	L	G	C	7-2⅝	12½	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi
21	381	4.4	240	40.8	85-2500	L	G	C	7-2⅝	12½	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi
22	462	4.5	300	45.9	102-2400	L	G	C	7-3	13⅞	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi
23	381	4.4	240	40.8	85-2500	L	G	C	7-2⅝	12½	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi
24	462	4.5	300	45.9	102-2400	L	G	C	7-3	13⅞	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi
25	462	4.5	300	45.9	102-2400	L	G	C	7-3	13⅞	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi
26	462	4.5	300	45.9	102-2400	L	G	C	7-3	13⅞	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi
27	462	4.5	300	45.9	102-2400	L	G	C	7-3	13⅞	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi
28	489	4.5	295	43.4	90-2000	L	G	C	4-3½	11⅜	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi
29	549	4.5	330	48.6	99-2000	L	G	C	4-3½	11⅜	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi
30	549	4.5	330	48.6	99-2000	L	G	C	4-3½	11⅜	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi
31	677	4.4	440	60.0	125-2000	L	G	A	4-3½	11⅜	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi
32	672	17.	420	57.0	125-1800	H	G	C	7-3¼	16½	CC	En	No	M	CI	LN	P.BL	Mo	Spi
33	207	4.8	142	23.4	56-2600	L	G	C	4-2⅜	8¼	CC	No	Zen	P	DR	DR	P.BB	Fe	Spi
34	207	4.8	142	23.4	56-2600	L	G	C	4-2⅜	8¼	CC	No	Zen	P	DR	DR	P.BB	Fe	Spi
35	224	4.8	142	25.3	62-2800	L	G	C	4-2⅜	8¼	CC	No	Zen	P	DR	DR	P.BB	Fe	Spi
36	224	4.8	142	25.3	62-2800	L	G	C	4-2⅜	8¼	CC	No	Zen	P	DR	DR	P.BB	Fe	Spi
37	242	5.	162	27.3	65-2800	L	G	C	4-2⅜	8¼	CC	No	Zen	P	DR	DR	P.BB	Fe	Spi
38	242	5.	162	27.3	65-2800	L	G	C	4-2⅜	8¼	CC	No	Zen	P	DR	DR	P.BB	Fe	Spi
39	299	5.0	193	33.8	85-2750	L	G	C	4-2⅝	9 5/16	FP	Mo	Str	P	DR	DR	P.BL	Fe	Spi
40	299	5.0	193	33.8	85-2750	L	G	C	4-2⅝	9 5/16	FP	Mo	Str	P	DR	DR	P.BL	Fe	Spi
41	322	4.6	224	36.2	90-2750	L	G	C	4-2¾	10	FP	Mo	Str	P	DR	DR	P.Fu	Fe	Spi
42	354	5.2	225	36.5	90-2750	L	G	C	4-2⅜	10	FP	Mo	Str	P	DR	DR	P.Fu	Fe	Spi
43	420	5.2	300	44.4	130-2800	L	G	C	5-2¾	12¾	FP	No	Str	P	DR	DR	P.BL	Fe	Spi
44	354	4.6	224	36.2	90-2750	L	G	C	4-2¾	10	FP	Mo	Str	P	DR	DR	D.Fu	Fe	Spi
45	462	4.6	300	45.9	100-2000	L	G	C	7-3	12⅞	FP	Mo	Str	P	DR	DR	P.BL	Fe	Spi
46	420	5.2	300	44.4	130-2800	L	G	C	5-2¾	12¾	FP	No	Str	P	DR	DR	P.BL	Fe	Spi
47	516	4.5	330	51.2	110-2000	L	G	C	7-3	12⅞	FP	Wa	Str	P	DR	DR	P.BL	Mo	Spi
48	516	4.5	330	51.2	110-2000	L	G	C	7-3	12⅞	FP	Wa	Str	P	DR	DR	P.BL	Mo	Spi
49	230	4.6	154	25.4	75-3200	L	G	C	4-2½	8 13/32	CC	No	Str	M	DR	DR	P.Lo	Mc	Spi
50	230	4.6	154	25.4	75-3200	L	G	C	4-2½	8 13/32	CC	Ha	Str	M	DR	DR	P.Lo	Mc	Spi
51	230	4.6	154	25.4	75-3200	L	G	C	4-2½	8 13/32	CC	Ha	Str	M	DR	DR	DP.Lo	Mc	Cle
52	230	4.6	154	25.4	75-3200	L	G	C	4-2½	8 13/32	CC	Ha	Str	M	DR	DR	DP.Lo	Mc	MM
53	358	4.6	228	38.4	77-2200	L	G	C	7-2⅝	12½	FP	Mo	Zen	M	DR	DR	P.BL	Pe	Spi
54	358	4.6	228	38.4	77-2200	L	G	C	7-2⅝	12½	FP	Mo	Zen	M	DR	DR	P.BL	Pe	Spi
55	381	4.6	240	40.8	83-2200	L	G	C	7-2⅝	12½	FP	Mo	Zen	M	DR	DR	P.BL	Pe	Spi
56	381	4.6	240	40.8	83-2200	L	G	C	7-2⅝	12½	FP	Mo	Zen	M	DR	DR	P.BL	Pe	Spi
57	462	4.6	300	45.9	102-2200	L	G	C	7-3	13⅞	FP	Mo	Zen	M	DR	DR	P.BL	Pe	Spi
58	462	4.6	300	45.9	102-2200	L	G	C	7-3	13⅞	FP	Mo	Zen	M	DR	DR	P.BL	Pe	Spi
59	381	4.6	240	40.8	83-2200	L	G	C	7-2⅝	12½	FP	Mo	Zen	M	DR	DR	P.BL	Pe	Spi
60	462	4.6	300	45.9	102-2200	L	G	C	7-3	13⅞	FP	Mo	Zen	M	DR	DR	P.BL	Pe	Spi
61	677	5.5	465	60.	145-2000	L	G	C	4-3½	11¼	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi
62	517	4.6	330	51.3	110-2200	L	G	C	7-3	13⅞	FP	Mo	Zen	M	DR	DR	P.BL	Pe	Spi
63	517	4.6	330	51.3	110-2200	L	G	C	7-3	13⅞	FP	Mo	Zen	M	DR	DR	P.BL	Pe	Spi
64	677	5.5	465	60.	145-2000	L	G	C	4-3½	11¼	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi
65	462	4.6	300	45.9	102-2200	L	G	C	7-3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi
66	677	5.5	465	60.	145-2000	L	G	C	4-3½	11¼	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi
67	260	4.8	150	29.4	54-2100	L	C	S	7-2⅝	10 11/16	FP	No	Zen	V	DR	LN	P.Ow	Ow	Spi
68	260	4.8	150	29.4	54-2100	L	C	S	7-2⅝	10 11/16	FP	No	Zen	V	DR	DR	P.Ow	Ow	MM
69	289	4.3	170	25.6	45-1800	L	G	C	3-2¼	11⅜	FP	Ow	Zen	V	DR	DR	P.Ow	Ow	MM
70	260	4.8	150	29.4	54-2100	L	C	S	7-2⅝	10 11/16	FP	No	Zen	V	DR	DR	P.Ow	Ow	MM
71	289	4.3	170	25.6	45-1800	L	G	C	3-2¼	11⅜	FP	Ow	Zen	V	DR	DR	P.Ow	Ow	MM
72	299	4.8	190	33.7	70-2100	L	C	C	7-2⅝	10 11/16	FP	Ha	Zen	V	DR	DR	P.Ow	Ow	Spi
73	289	4.3	170	25.6	45-1800	L	G	C	3-2¼	11⅜	FP	Ow	Zen	V	DR	DR	P.Ow	Ow	Spi
74	299	4.8	190	33.7	70-2100	L	C	C	7-2⅝	10 11/16	FP	Ha	Zen	V	DR	DR	P.Ow	Ow	Spi
75	289	4.3	170	25.6	45-1800	L	G	C	3-2¼	11⅜	FP	Ow	Zen	V	DR	DR	P.Ow	Ow	Spi
76	434	4.9	275	42.08	105-2100	H	C	S	7-2¾	13⅛	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi
77	326	4.3	207	28.9	54-1600	L	G	C	3-2¼	11⅜	FP	Ow	Zen	V	El	ns	P.Ow	Ow	Spi
78	299	5.5	202	33.7	77-2400	L	C	S	7-2⅝	10 11/16	FP	Ha	Zen	V	DR	DR	P.Ow	Ow	Spi
79	434	4.9	275	42.08	105-2100	H	C	S	7-2¾	13⅛	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi
80	434	4.9	275	42.08	105-2100	H	C	S	7-2¾	13⅛	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi
81	519	4.0	333	45.9	118-2100	H	C	S	7-3	15 11/32	FP	Ow	Zen	E	LN	LN	dp.Ow	Ow	Spi
82	326	4.3	207	28.9	54-1600	L	G	C	3-2¼	11⅜	FP	Ow	Zen	V	El	ns	P.Ow	Ow	Spi
83	326	4.3	207	28.9	54-1800	L	G	C	3-2¼	11⅜	FP	Ow	Zen	V	LN	LN	P.Ow	Ow	Spi
84	326	4.3	207	28.9	54-1600	L	G	C	3-2¼	11⅜	FP	Ow	Zen	V	El	ns	P.Ow	Ow	Spi
85	434	4.9	275	42.08	105-2100	H	C	S	7-2¾	13⅛	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi
86	434	4.9	275	42.08	105-2100	H	C	S	7-2¾	13⅛	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi
87	519	4.0	333	45.9	118-2100	H	C	S	7-3	15 11/32	FP	Ow	Zen	E	LN	LN	dp.Ow	Ow	Spi
88	519	4.0	333	45.9	118-2100	H	C	S	7-3	15 11/32	FP	Ow	Zen	E	LN	LN	dp.Ow	Ow	Spi
89	326	4.3	207	28.9	54-1800	L	G	C	3-2¼	11⅜	FP	Ow	Zen	V	El	ns	P.Ow	Ow	Spi
90	519	4.0	333	45.9	118-2100	H	C	S	7-3	15 11/32	FP	Ow	Zen	E	LN	LN	dp.Ow	Ow	Spi
91	580	4.6	385	51.3	130-2300	H	C	S	7-3	15 11/32	FP	Ow	Zen	M	DR	LN	P.Ow	Ow	Spi
92	134	5.1	100	15.6	48-3200	L	C	C	3-2 3/16	5 3/16	CC	No	Ti	M	AL	AL	P.Ow	Fe	.....
93	780	4.7	475	66.1	156-1800	L	G	A	7-3	16⅛	FP	St	Ze2	M	NE	LN	dp.BL	GO	Spi
94	360	4.5	240	40.8	90-2500	L	G	N	7-2⅝	13	CC	KP	....	M	AL	AL	P.Li	GO	Spi
95	411	4.2	236	40.0	89-2400	H	C	C	7-2¾	13	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi
96	427	4.2	268	45.9	100-2600	H	C	C	7-2¾	13	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi
97	427	4.2	268	45.9	100-2600	H	C	C	7-2¾	13	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi
98	611	4.5	384	54.1	127-2300	L	G	A	7-3	13 11/16	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi
99	529	4.4	347	51.3	114-2200	L	G	A	7-3	12½	PC	No	Zen	M	DR	DR	P.BL	Pe	Spi
100	529	4.4	347	51.3	114-2200	L	G	A	7-3	12½	PC	No	Zen	M	DR	DR	P.BL	Pe	Spi
101	529	4.4	347	51.3	114-2200	L	G	A	7-3	12½	PC	No	Zen	M	DR	DR	P.BL	Pe	Spi
102	428	4.4	280	45.9	93-2200	L	G	C	7-3	14	PC	Ha	Zen	M	AL	AL	D.Co	GO	SpP
103	501	4.4	330	48.6	111-2200	L	G	C	7-3	12½	PC	Ha	Zen	M	AL	AL	D.Co	GO	SpB
104	529	4.4	350	51.3	114-2200	L	G	C	7-3	12½	PC	Ha	Zen	M	AL	AL	D.Co	GO	SpB
105	677	...	418	60.0	127-2000	L	G	C	4-3½	11⅜	PC	Wa	Zen	M	LN	LN	D.BL	GO	SpB
106	196	4.6	124	21.0	48-2800	L	G	A	3-2¼	6⅛	CC	No	Car	M	DR	DR	P BB	Fe	Own
107	211	5.3	134	25.3	60-3100	L	C	S	4-2¼	6¼	CC	No	Car	M	DR	DR	P.BB	Fe	Own
108	217	5.8	144	25.3	75-3200	L	C	S	4-2¼	6¼	CC	Ha	Car	M	DR	DR	P.BB	Fe	Own
109	309	4.7	198	21.0	96-3000	L	G	S	7-2⅝	11¾	CC	Ha	Det	M	DR	DR	P.BB	Lo	Own
110	517	4.5	340	51.3	108-2000	L	G	A	7-3	13⅞	PC	No	Zen	M	DR	DR	P.BL	Pe	Spi
111	677	4.4	460	60.	125-1800	L	G	A	4-3½	11⅜	PC	No	Zen	M	DR	DR	P.BL	Pe	Spi
112	200	4.7	126	24.0	48-2500	L	C	A	3-2⅛	5⅞	CC	Mo	Zen	M	DR	DR	P.BB	Lo	Cle
113	215	5.1	137	27.3	60-2600	L	C	A	7-2⅛	9 11/16	CC	Mo	Zen	M	DR	DR	P.BB	Lo	Cle
114	200	4.7	126	24.0	48-2500	L	C	A	3-2⅛	5⅞	CC	Mo	Zen	M	DR	DR	P.BB	Lo	Cle
115	215	5.1	137	27.3	60-2600	L	C	A	7-2⅛	9 11/16	CC	Mo	Zen	M	DR	DR	P.BB	Lo	Cle
116	360	4.6	240	40.8	90-2500	L	G	C	7-2⅝	12 11/16	CC	KP	Zen	M	DR	DR	P.BB	Lo	PS
117	360	4.6	240	40.8	90-2500	L	G	C	7-2⅝	12 11/16	CC	KP	Zen	M	DR	DR	P.BB	Lo	PS
118	381	4.2	237	40.8	85-2200	H	C	C	7-2¾	13 3/16	CC	KP	Zen	M	DR	DR	P.BB	Lo	Spi
119	677	4.4	460	60.0	125-2000	L	G	C	4-3½	11⅜	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo
120	517	4.5	330	51.3	110-2400	L	G	C	7-3	13⅞	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo

Line Number	Front Axle: Make and Model	Steering Gear Make	Brakes Service: Make, Location, Type Operation	Brakes Service: Lining Area	Brakes Service: Drum Material	Brakes: Hand Type, Location	Body Mounting Data: Cab to Rear of Frame	Body Mounting Data: Cab to Rear Axle	Body Mounting Data: Width of Frame	Springs: Front	Springs: Rear	Springs: Auxiliary Type
1	Own	Ros	L4IH	344	a	FD	124	68	34	44x3	54x3	½
2	Own	Ros	L4IHV	390	a	FD	143	83	34	44x3	56x3½	½
3	Tim	Ros	L4IH	380	G	TX	129½	Opt	31½	40x2½	50x3	½
4	Tim	Ros	L4IH	452	G	TX	129½	Opt	31½	40x2½	50x3	½
5	Tim	Ros	L4IHV	452	G	TX	129½	Opt	31½	40x2½	50x3	½
6	Tim	Ros	L4IHV	578	G	TX	106	Opt	31½	40x2½	50x3	½
7	Tim	Ros	L4IHV	658	G	TX	106	Opt	31½	40x2½	50x3	½
8	Tim	Ros	L4IHV	658	G	TX	106	Opt	31½	40x2½	50x3	½
9	Shu	Ros	L4IHV	768	H	TD	106	Opt	31½	40x2½	50x3	½
10	Shu	Ros	L4IHV	768	H	TD	106	Opt	31½	40x2½	50x3	½
11	Shu	Ros	L4IHV	893	G	TD	106	Opt	31½	40x2½	50x3	½
12	Shu	Own	Ws4IA	847	G	TD	118	Opt	31½	42x3	60x3½	½
13	Tim	Ros	L4IHV	893	H	TD	92 1/16	Opt	31½	40x2½	50x3	½
14	Tim 30000H	Ros	L4IH	269	P	TX	96	57	34	38x2¼	50x2½	N
15	Tim 30000H	Ros	L4IH	269	P	TX	96	57	34	38x2¼	50x2½	½
16	Tim 31000H	Ros	L4IH	282	P	TX	96	57	34	38x2¼	50x2½	½
17	Tim 31000H	Ros	L4IHV	330	a	CX	144	91	34	42x2½	54x3	½
18	Tim 33000H	Ha	L4IHV	396	a	CX	144	91	34	42x2½	54x3	½
19	Tim 33000H	Ha	L4IHV	392	a	CX	144	91	34	42x2½	54x3	½
20	Tim 33000H	Ha	O2IMV	466	s	JX	144	91	34	42x2½	54x3	½
21	Tim 33000H	Ha	L4IHV	397	a	CX	144	91	34	42x2½	54x3	½
22	Tim 35000H	Ros	L4IHV	664	a	CX	172	108	34	48x3	54x3	½
23	Tim 35000H	Ros	O2IMV	576	a	JX	172	108	34	48x3	54x3	½
24	Tim 35000H	Ros	L4IHV	664	a	CX	172	108	34	48x3	54x3	½
25	Tim 35000N	Ros	O2IMV	576	a	JX	172	108	34	48x3	54x3	½
26	Tim 26450TN	Ros	Ws4IA	690	a	CX	172	108	34	48x3	60x4	½
27	Tim 26450N	Ros	O2IMV	500	s	JX	172	108	34	48x3	54x3	½
28	Tim 26450N	Ros	O2IMV	666	s	JX	168	107	34	48x3	54x3	½
29	Tim 26450N	Ros	O2IMV	666	s	JX	168	107	34	48x3	54x3	½
30	Tim 27050TW	Ros	Ws4IA	690	a	CX	163	107	34	48x3	60x4	½
31	Tim 27450N	Ros	O2IMV	666	s	JX	168	107	34	48x3	54x3	½
32	Tim 27450TW	Ros	Ws4IA	718	a	CX	163	107	34	48x3	60x4	½
33	Spi	Ros	B4IM	180	a	4X	81	41¾	32⅛	38½x2¼	50x2½	N
34	Spi	Ros	B4IM	180	a	4X	92	51⅜	32⅛	38½x2¼	50x2½	N
35	Spi	Ros	B4IM	226	a	TX	92	51⅜	32⅛	38½x2¼	50x2½	N
36	Spi	Ros	B4IM	317	a	TX	92	51⅜	32⅛	38x2½	50x2½	N
37	Spi	Ros	B4IM	317	a	TX	103¼	62⅝	32⅛	38½x2¼	50x2½	½
38	Spi	Ros	B4IM	349	a	TX	104⅝	58⅝	32⅛	38½x2¼	50x3	½
39	Cla	Ros	B4IM	524	a	TX	104⅝	58⅝	32⅛	38x2¼	50x3	½
40	Cla	Ros	B4IM	594	a	TX	127⅞	79 1/16	32⅛	38x2¼	50x3	½
41	Tim	Ros	B4IM	594	a	TX	129¾	79 11/16	32¼	40x3	56x3	½
42	Cla	Ros	B4IM	670	a	TF	126¾	79 11/16	32¼	40x3	50x3	½
43	Cla	Ros	B4IMV	594	a	TX	128⅛	75 1/16	32¼	40x3	56x3	½
44	Eat	Ros	B4IM	670	a	TX	126¾	76¼	32¼	40x3	56x3	½
45	Eat	Ros	B4IMV	670	a	TX	128⅛	75⅝	32¼	40x3	56x3	½
46	Eat	Ros	B4IMV	670	a	TX	128⅛	75⅝	32¼	40x3	56x3	½
47	Eat	Ros	B4IMV	708	a	TX	128 1/16	73 1/16	34	40x3	56x4	½
48	Eat	Ros	Ws4IA	902	a	TX	128 1/16	73 1/16	34	40x3	56x4	½
49	Cla F212	Ros	B4IM	231	a	4I	83¼	48⅛	33 11/16	36x1¾	45x2½	O
50	Cla F212	Ros	B4IMV	231	a	4I	83¼	48⅛	33 11/16	36x1¾	45x2½	½
51	Tim 31010	Ros	B4IMV	284	D	4I	97¼	60	34	39x2	56x3	½
52	Tim 31020	Ros	B4IMV	420	a	4I	97 1/16	60	34 1/16	39x2½	56x3	½
53	Tim 33000H	Ros	L4IHV	260	a	TD	144	90⅜	33	40x2¼	52x3	½
54	Tim 33000H	Ros	L4IHV	330	a	TD	144	90⅜	33	40x2¼	52x3	½
55	Tim 33000H	Ros	L4IHV	375	a	TD	144	90⅜	33	40x2¼	52x3	½
56	Tim 35000H	Ros	L4IHV	375	a	TD	168	105 1/16	33	40x2½	52x3	½
57	Tim 35000H	Ros	L4IHV	375	a	TD	168	105 1/16	33	40x2½	52x3	½
58	Tim 35000H	Ros	L4IHV	460	a	TD	168	105 1/16	33	40x2½	52x3	½
59	Tim 35000H	Ros	L4IHV	460	a	TD	168	105 1/16	33	40x2½	52x3	½
60	Tim 35000H	Ros	L4IHV	460	a	TD	168	105 1/16	33	40x2½	52x3	½
61	Tim27452TW	Ros	L4IHV	650	a	TD	192	117½	33	42x3	56x3½	½
62	Tim 35100H	Ros	L4IHV	650	a	TD	192	117½	33	40x3	56x3½	½
63	Tim35100TW	Ros	Ws4IA	590	a	TD	192	117½	33	40x3	56x3½	½
64	Tim27452TW	Ros	Ws4IA	590	a	TD	192	117½	33	42x3	56x3½	½
65	Tim 16302	Ros	T2IMV	485	a	TD	124	88	37	44x3	56x3½	½
66	Tim27452TW	Ros	Ws4IA	590	a	TD	192	117½	33	42x3	56x4	½
67	Own 4D	Ha	L4IH	276	a	TX	.....	.....	34½	39x2¼	50x2½	N
68	Own 4D	Ha	L4IH	276	a	TX	112	58¼	34½	39x2¼	50x2½	N
69	Own 4D	Ha	L4IH	276	a	TX	112	58¼	34⅝	39x2¼	50x2½	N
70	Own 4D	Ha	L4IH	276	a	TX	112	58¼	34½	39x2¼	50x2½	N
71	Own 4D	Ha	L4IH	276	a	TX	112	58¼	34⅝	39x2½	50x2½	N
72	Own 7D	Ha	L4IH	343	a	TX	115 1/16	68 1/16	34⅝	41x2½	54x3	N
73	Own 7D	Ha	L4IH	343	a	TX	115 1/16	68 1/16	34⅝	41x2½	54x3	N
74	Own 7D	Ha	L4IH	343	a	CX	115 1/16	68 1/16	34⅝	41x2½	54x3	N
75	Own 7D	Ha	L4IH	343	a	TX	115¾	68 1/16	34⅝	41x2½	54x3	N
76	Own 11D	Ros	LO4IHV	414	a	CI	107½	67½	34	41x2½	54x3	N
77	Own 51A	Ow	O2IM	335	a	CX	146	84¾	34	40½x2½	54⅜x3	N
78	Own 11DC	Ros	LO4IHV	414	a	2I	140 11/16	84 11/16	34	41x2½	54x3	N
79	Own 11D	Ros	LO4IHV	484	a	CI	107½	67½	34	41x2½	54x3½	N
80	Own 6D	Ros	O4IHV	553	a	CI	144⅞	84⅞	34 1/16	42x3	56x3½	½
81	Own 6D	Ros	O4IA	553	a	CI	156¾	91¾	34 1/16	42x3	56x3½	½
82	Own 2D	Own	OPXM	224	a	2I	148½	93½	34⅛	40½x3	56x3½	½
83	Own 9D	Ros	OPXM	224	a	2I	176	120	38½	42x3	57x5	N
84	Own 55	Own	OPXM	224	a	2I	167⅝	107⅛	42½	44x3	51⅞x5	N
85	Own 9D	Ros	O4IA	595	a	CI	144⅞	84⅞	34 1/16	42x3	56x3½	½
86	Own 9D	Ros	O4IA	595	a	2I	215	131½	34 1/16	42x3	56x3½	½
87	Own 9D	Ros	O4IA	595	a	CI	156¾	91¾	34 1/16	42x3	56x3½	½
88	Own 9D	Ros	O4IA	623	a	CI	156¾	91¾	34 1/16	42x3	51⅞x5	N
89	Own 52	Ow	OPXM	224	a	2I	167⅝	107⅛	42½	44x3	51⅞x5	N
90	Own 9D	Ros	O4IA	623	a	CI	156¾	91¾	34 1/16	42x3	51⅞x5	N
91	Own 5D	Ros	O4IA	623	a	TD	100	65	36	41x3	55⅝x5	N
92	Own 77	....	B4IM	134	P	4I	.....	.....	....	30x1¾	46x1¾	N
93	Tim 27450	Ros	Ws6IA	720	a	FD	181½	101½	34¼	42½x3	61x5	½
94	Shu 15692B	Ros	L6IHV	...	G	CD	210	125	34¼	40x2½	52x4	N
95	Tim 35100tw	Ros	Ws6IA	459	a	TD	Opt	Opt	34	40x2½	56x4	½
96	Tim 26450W	Ros	Ws6IA	525	a	TD	Opt	Opt	34	46x3	56x4	½
97	Tim 27450W	Ros	Ws6IA	536	a	TD	Opt	Opt	34	46x3	66x4	½
98	Tim 27450W	Ros	Ws6IA	720	a	TD	Opt	Opt	34	46x3	66x4	½
99	Tim 26450H	Ros	L6IH	842	a	DF	213	120	33	46x3	64x4	½
100	Tim 26450W	Ros	Ws61A	1014	a	DF	213	120	33	46x3	64x5	½
101	Tim 26450W	Ros	Ws6IA	1014	a	DF	213	120	33	45x3	64x5	½
102	Shu 5582B	Ros	L6IHV	571	a	TD	162	103	34	45¼x2½	58x4	N
103	Shu 678	Ros	Ws4IA	238	a	TD	162	100¼	37	46x3	50x4	N
104	Shu 678	Ros	Ws4IA	238	a	TD	138¾	94¾	37	46x3	50x4	N
105	Shu 678	Ros	Ws4IA	238	a	TD	141	93	37	46x3	50x4	N
106	Own	Own	O6IHV	273	a	TX	117½	55 11/16	34¼	36x1¾	43⅜x3	N
107	Own	Own	O6IHV	273	a	TX	117½	50½	34½	36x1¾	43⅜x3	N
108	Own	Own	O6IHV	365	a	TX	145	50½	38 1/16	39x2	43⅜x3	N
109	Own	Jac	O6IHV	657	a	CD	218 1/16	114 11/16	34	42x3	56¼x4	N
110	Tim 35000N	Ros	Ws4RIA	630	H	FD	192	114⅝	33½	41x3	46x3½	N
111	Tim 17300	Ros	Ws4RIA	630	H	FD	214 1/16	144⅞	34	42½x3	49½x4	N
112	Cla F212	Ge	L6IH	312	P	TX	123	64¼	34	38x2¼	40½x2½	N
113	Cla F212	Ge	L6IH	312	P	TX	118	63¾	34	38x2¼	40½x2½	N
114	Cla F212	Ge	L6IH	312	P	TX	123	64¼	34	38x2¼	40½x2½	N
115	Cla F212	Ge	L6IH	312	P	TX	118	63¾	34	38x2¼	40½x2½	N
116	Cla F318	Ros	L6IHV	495	a	TI	155	84	34	40x2½	44x3	N
117	Cla F318	Ros	L6IHV	495	a	TI	155	84	34	40x2½	44x3	N
118	Own 7738	Ros	L6IHV	623	a	TD	182	102	34	42x2½	50x3½	N
119	Wis 131F	Ros	B6IMV	504	G	T4	220	145	34	48x3½	40x5	N
120	Own M	Ros	B6IA	864	G	4M	180	137	36	42¾x2½	44x3	N

Line Number	MAKE AND MODEL	Wheels Driven—6-Wheelers	GENERAL (See Keynote) Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	TIRE SIZE Front	TIRE SIZE Rear	MAJOR UNITS ENGINE Make and Model	ENGINE No. of Cylinders Bore and Stroke	TRANSMISSION Make and Model	TRANSMISSION Location and Forward Speeds	TRANSMISSION Aux. Location and Speeds	REAR AXLE Make and Model	REAR AXLE Gear and Type	REAR AXLE Drive and Torque	REAR AXLE GEAR RATIOS In High	REAR AXLE GEAR RATIOS In Low	FRAME Side Rail Dimensions	FRAME Type
1	(6)Gen.Mo.T90	4R	5–7½	4690	185	220	28000	9570	B7.50/20	DB7.50/20	Own 400	6–4⅛x5	Own	U 5	Op	Own	WF	R	9.25	76.0	9⅛ x3½x⅛	TL
2	.....T95	4R	9–11	7695	189	224	40000	13250	P34x7	DP34x7	Own 525	6–4½x5¼	Own	U 4	Op	Own	WF	R	8.50	53.3	9⅛ x4x⅛	L
3	.....T130	4R	12–15	9490	189	224	50000	14545	B9.75/20	DP9.75/20	Own 616	6–4¾x5½	Own	U 4	A 3	Own	WF	R	9.50	119.	9⅛ x4x⅛	L
4	Ind..95SBT-151	2C	3	1875	168	186	20000	6125	P32x6	DP32x6	Her JXC	6–3¾x4½	BL 224	U 4	No	Tim SBT151	SF	T	7.4	45.8	7⅛ x2⅜x⅛	T
5	.....95SW 75	4R	3	1900	168	186	20000	5800	P32x6	DP32x6	Her JXC	6–3¾x4½	BL 224	U 4	No	Tim SW75	WF	T	7.4	45.8	7⅛ x2⅜x⅛	T
6	....17SBT251	2C	4	3500	188	224	28000	8850	P34x7	DP34x7	Her YXC	6–4⅝x4¾	BL 524	U 4	Op	Tim SBT251	SF	T	6.1	37.8	8¼ x3x⅛	TL
7	....17SW251	4R	4	3900	188	224	28000	9500	P34x7	DP34x7	Her YXC	6–4⅝x4¾	BL 524	U 4	Op	Tim SW251	WF	T	6.2	38 1	8¼ x3x⅛	TL
8	.....12X4	4R	1½	2650	141	...	10000	4350	B6.50/20	DB6.50/20	Her JXC	6–3¾x4¼	BL	U 4	A 2	.....	SF	H	5.14	54.0	7⅛ x2⅛x⅜	C
9	.....14X4	4R	2½	3950	141	...	14000	5900	B7.50/20	DB7.50/20	Her WXB	6–3¾x4½	BL	U 4	U 2	Wis	SF	H	5.40	50.0	7⅛ x2⅛x⅜	C
10	.....16X4	4R	3	4850	156	...	16000	7500	B8.25/20	DB8.25/20	Her WXC2	6–4⅛x4½	BL	U 4	U 2	Wis	2F	H	6.06	89.0	8x3x¼	C
11	.....16X6	6	3	5650	170	...	20000	8000	B7.00/20	DB7.00/20	Her RXB	6–4½x5½	BL	U 4	U 2	Wis	2F	H	4.66	....	8x3x¼	C
12	.....18X4	4R	3½	5850	160	...	21000	9000	B9.00/20	DB9.00/20	Her YXC	6–4⅝x4¾	BL	U 4	A 2	Wis	2F	H	7.83	110.	8½x3x⅛	C
13	.....18X6	6	3½	6650	170	...	28000	10500	B8.25/20	DB8.25/20	Her RXC	6–4⅝x5¼	BL	U 4	A 2	Wis	2F	H	7.83	110.	8½x3x⅛	C
14	.....20X4	4R	4½	7200	188	...	24000	10600	B9.75/20	DB9.75/20	Her HXB	6–5x6	BL	U 4	A 2	Wis	2F	H	8.00	128.	9x3x¼	C
15	.....20X6	6	4½	8950	188	...	36000	14000	B9.00/20	DB9.00/20	Her HXC	6–5¼x6	BL	U 4	A 2	Wis	2F	R	8.95	84.0	9x3x¼	C
16	.....22X4	4R	5	10000	200	...	31000	14000	B10.50/20	DB10.50/20	Her HXC	6–5¼x6	BL	U 4	A 2	Wis	2F	H	9.11	86.0	8¼x3⅞x5⅝	C
17	.....22X6	6	5	12100	200	...	40000	16000	B9.75/20	DB9.75/20	Her HXD	6–5½x6	BL	U 4	A 2	Wis	2F	R	9.11	86.0	8¼x3⅞x5⅝	C
18	Kenworth ...89SBT	7		2380	188	224	25500	7350	P32x6	DP32x6	Her JXC	6–3¾x4¼	BL 234	U 4	Op	Tim SBT151	SF	A	7.4	45.5	8¾x3¼	TL
19	.....127SBT	8		3450	188	224	26000	8000	B8.25/20	DB8.25/20	Her WXC2	6–4⅛x4½	BL 334	U 4	Op	Tim SBT151	SF	A	7.4	45.5	8¾x3¼	TL
20	.....146SBT	9		4250	188	224	33000	9000	B9.00/20	DB9.00/20	Bud K393	6–4⅛x4¾	BL 334	U 4	Op	Tim SBT251	SF	A	7.8	48.	8¾x3¼	TL
21	.....186SDT	2C	10	6450	205	235	38000	10500	B9.00/20	DB9.00/20	Her YXC2	6–4⅛x4¾	BL 1554	U 4	A 3	Tim Sdt310w	2F	H	7.33	104.	9x3x¼	T
22	.....241SDT	2C	10	6850	205	235	40500	11000	B9.00/20	DB9.00/20	Her RXB	6–4½x5¼	BL 714	U 4	A 3	Tim Sdt310w	2F	H	7.33	85.5	9x3x¼	T
23	.....346A	4R	10	8800	210	240	40500	13000	B9.75/20	DB9.75/20	HaS 160	6–4¼x5½	BL 714	U 4	A 3	Tim SW310w	WF	H	7.25	84.5	8¾x3¼	C
24	.....346B	4R	10	8550	210	240	40500	13000	B9.75/20	DB9.75/20	Bud GF-6	6–4¼x5½	BL 714	U 4	A 3	Tim SW310w	WF	H	7.25	98.4	8¾x3¼	C
25	.....346C	4R	10	9500	210	240	40500	14000	B9.75/20	DB9.75/20	HaS 175	6–5x6	BL 714	U 4	A 3	Tim SW310w	WF	H	7.25	98.4	8¾x3¼	C
26	.....386C	4R	10	10200	210	240	50140	14500	B9.75/20	DB9.75/20	HaS 175	6–5x6	BL 714	U 4	A 3	Tim SW410w	WF	H	7.60	103.	8¾x3¼	C
27	La Fran-R. ..Q6	4R	9–12	11605	216	260	40000	14900	B10.50/20	DB10.50/20	Own 312B	12–4x5	BL 714	U 4	No	Tim SWD410	WF	..	Opt	Opt	12x3½x¼	L
28	Le Moon (9) 701	4R	5–6	4475	187	199	25500	8500	B8.25/20	DB8.25/20	Lyc AEC	8–3¾x4¾	Fu VUOG	U 5	No	Ti 63703-97H	WF	R	6.20	43.8	7x4x¼	B
29	801	4R	6–7	5100	187	199	32500	9720	B9.00/20	DB9.00/20	Lyc AEC	8–3¾x4¾	Fu VUOG	U 5	No	Ti 65703-97H	WF	H	6.75	47.7	7x4x¼	B
30	802	4R	6–7	5350	187	199	32500	9800	B9.00/20	DB9.00/20	Wau 6SRL	6–4⅜x5½	Fu VUOG	U 5	No	T65703-97tW	WF	H	6.75	47.1	7x4x¼	B
31	900	4R	7–8	6775	191	203	36000	12000	B9.75/20	DB9.75/20	Wau 6SRL	6–4⅜x5⅛	BL 607	A 7	No	TimSW310W	WF	H	9.25	86.9	9x4x⅛	B
32	1000	4R	8–10	7950	196	208	40000	12600	B9.75/24	DB9.75/24	Wau 6AB	6–4½x5¾	BL 714	U 4	3	TimSW310W	WF	H	9.25	128.	9x4x⅛	B
33	1200	4R	10–12	8500	196	208	40000	14000	B9.75/24	DB9.75/24	Wau 6RB	6–5x5¾	BL 714	U 4	3	TimSW410W	WF	H	9.25	128.	9x4x⅛	B
34	.....1200D		10–12	9750	196	208	40000	14000	B9.75/24	DB9.75/24	Cum.Die.H6	6–4⅞x6	BL 735	U 5	No	TimSW410W	WF	H	7.6	47.6	9x4x⅛	B
35	Mack.....BX	4R	.....	8150	178	207	.....	12000	B8.25/22	DB8.25/22	Own BX	6–4¼x5½	Own BX	U 4	No	Own BX6	2F	A	6.53	46.0	9¼x3x1¼	C
36	.....BQ	4R	.....	9350	224	248	.....	15000	B9.75/22	DB9.75/22	Own BQ	6–4¾x5¾	Own BQ	A 4	No	Own BX6	2F	R	6.54	41.9	10 x3⅛x1¼	C
37	.....AC	4R	8–15	8500	217	257	.....	14550	P40x8	DP40x8	Own BQ	6–4¾x5¾	Own AC	J 4	No	Own AC	CD	R	9.26	59.4	8x3x⅛	C
38	.....AK	4R	8–15	9000	217	257	.....	15900	B9 75/22	DB9.75/22	Own BQ	6–4¾x5¾	Own AC	A 4	No	Own AK6	2F	A	7.46	47.8	8⅝x3x⅛	C
39	.....AP	4R	8–15	10500	217	257	.....	14850	P40x8	DP40x8	Own AP	6–5x6	Own AC	J 4	No	Own AP	CD	R	9.26	59.4	8x3x⅛	C
40	.....AP	4R	8–15	11000	217	257	.....	16400	B9.75/22	DB9.75/22	Own AP	6–5x6	Own AC	A 4	No	Own AK6	2F	A	7.46	47.8	8⅝x3x⅛	C
41	Mar.-Her.TH310A-6		10	10000	193	229	37070	14070	B9.75/22	DB9.75/22	Her RXC	6x4¾x5¼	Fu 5A530	U 5	A 2	Own-Wis	2F	R	9.11	163.	8½x3x⅛	P
42	..(13) TH315	6	12	12500	198	234	42420	15420	B9.75/22	DB9.75/22	Her HXB	6–5x6	BL 724	U 4	A 3	Own-Wis	2F	R	9.11	163.	8½x3x⅛	P
43	..(13) TH320	6	15	15000	225	255	51900	18900	B10.50/24	DB10.50/24	Her HXC	6–5¼x6	BL 724	U 4	A 3	Own-Wis	2F	R	9.11	188.	10x3x⅜	P
44	..(13) TH330	6	20	17500	225	255	64100	20100	B12.75/20	DB12.75/20	Her-HXD	6–5½x6	BL 734	U 4	A 3	Own-Wis	2F	R	9.11	167.	10x3x⅜	P
45	Moreland.RA15		.....	1550	153	Op	15000	5300	B6.50/20	DB6.50/20	Her JXC	6–3¾x4¼	BL 224	U 4	No	Tim SBT75	SF	R	5.66	35.0	7⅛ x2⅝x1⅛	T
46	.....RA20		.....	1981	149	Op	20000	6100	P32x6	DP32x6	Her JXC	6–3¾x4¼	BL 224	U 4	No	Tim SBT151	SF	R	6.17	98.4	7⅛ x2⅝x1⅛	T
47	.....BD21M		.....	3534	184	Op	21000	8300	B7.50/20	DB7.50/20	Her WXC	6–4¼x5	BL 334	U 4	...	Tim 64800	WF	R	6.40	39.6	9⅛x3½x⅛	T
48	.....ED25M		.....	4067	184	Op	25000	8900	B8.25/20	DB8.25/20	Her WXC3	6–4¼x4	BL 334	U 4	...	Tim 65000	W	R	7.50	46.0	9⅛x3½x⅛	T
49	.....HD34M		.....	5869	220	Op	34000	11000	B9.00/20	DB9.00/20	Her RXB	6–4¼x5½	BL 524	U 4	...	Tim 65720	W	R	8.50	62.0	9⅛x3⅛x⅛	T
50	.....TD34		.....	7607	221		34000	13250	B9.75/20	DB9.75/20	Con 16H	6–4¾x5¾	BL 724	U 4	...	Tim 68720W	W	R	8.75	62.0	11x3⅛x⅛	T
51	SterlingFBT152	2R	8½	4580	174	204	30400	9500	B9.00/20	DB9.00/20	Wau 6-110	6–4x4¾	Own UC7	U 5	No	Own	BF	R	7.8	55.5	10x3¼x¼	L
52	.....FDT152	2R	8½	4705	174	204	30400	9700	B9.00/20	DB9.00/20	Wau 6-110	6–4x4¾	Own UC7	U 5	No	Own	2F	R	9.0	52.7	10x3¼x¼	L
53	.....FDS180	4R	8–10	8925	158	Op	36000	12850	P40x8	DP40x8	Wau AB	6–4⅛x5¾	Own UC8	U 4	A 3	Tim 310	2F	R	9.1	113.	15x3¼x¼	L
54	.....FDS200	4R	10–12	9510	159	Op	40000	13550	P40x8	DP40x8	Wau RB	6–5x5¾	Own UC8	U 4	A 3	Tim 410	2F	R	9.1	113	15x3¼x¼	L
55	*.....FCS210	4R	15–18	10825	Op	Op	42000	14750	P40x8	DP40x8	Wau RB	6–5x5¾	Own UC8	U 4	A 3	Own	CD	R	9.5	59.6	15x3¼x¼	L
56	.....FDT200	2R	12–12½	7670	178	208	40000	12050	P40x8	DP40x8	Wau 6-125	6–4⅜x5⅛	Own UC	U 4	Op	Own	2F	R	8.85	58.8	12x3¼x¼	L
57	.....FDT250	2R	16–16½	8855	186	216	50000	13550	P42x9	DP42x9	Wau SRL	6–4⅜x5⅛	Own UC8	U 4	Op	Own	2F	R	8.85	55.5	15x3¼x¼	L
58	.....FCT180	2R	10–10½	7265	178	208	36000	11200	P36x8	DP36x8	Wau SRL	6–4⅜x5⅛	Own UC	U 4	Op	Own	CD	R	8.2	54.5	12x3¼x¼	L
59	.....FCT200	2R	12–12½	7685	178	208	40000	11800	P40x8	DP40x8	Wau 6-125	6–4⅜x5⅛	Own UC	U 4	Op	Own	CD	R	9.3	61.8	12x3¼x¼	L
60	Wht.630SW200	4R	5–6	***	193	205	.....	10000	B8.25/20	DB8.25/20	Own A7	6–4¼x5¼	Own 4B	U 4	No	Tim SW200H	WF	R	6.75	44.2	8½x3¼x¼	C
61	....642SW320	4R	7–9	***	198	210	.....	12670	B9.00/20	DB9.00/20	Own 1AB	6–4⅜x5¾	Own 7B	U 4	No	TimSW310W	WF	R	8.5	55.6	8¼x3¼x¼	C
62	....643SW420	4R	9–11	***	198	215	.....	14400	P40x8	DP40x8	Own 1AB	6–4⅜x5¾	Own 7B	U 4	No	TimSW410W	WF	R	10.2	69.1	8¼x3¼x⅝	C

KEY TO ABBREVIATIONS AND REFERENCE MARKS

GENERAL

Chassis Price—Chassis price quoted applies to the standard wheelbase and specifications listed. All prices are F.O.B. factory.

***—List price not yet established. Ready next issue.

Tonnage Rating—Where a spread of ratings is given the maximum ratings are for ideal operating conditions and the minimum for extremely difficult conditions; the ranges between are for varying operating conditions.

Gross Vehicle Weight—Is chassis weight, plus body and cab, plus payload. Gross vehicle weight given for a model is based on maximum recommended tire size and not on tires listed as standard equipment.

Chassis Weight Stripped—Includes gas, oil and water and all things included in chassis price. Does not include the weight of cab.

Maximum Brake H. P. at Given R.P.M.—Is actual dynamometer reading without accessories.

Tractors—Unless given the designation N (meaning not available as tractor), all standard models may be assumed to be available as tract rs.

(N) Not available as tractor.

(T) This designation accompanying a model number indicates vehicle is specifically designed for tractor use only.

(3) Corbitt—Larger engines and corresponding auxiliary units provided on all models.

(4) Day Elder—Model 75—1½ ton—same specifications except price—$945, and larger tire size—B6.00/20 front and DB6.00/20 rear.

(5) Dodge—F-61 available as special tractor truck with 146-inch wheelbase with model designation of F-60, at $2645. G-81 available as special tractor truck with 146-inch wheelbase with model designation of G-80, at $5250. Model G-82 available as special tractor truck, with 146 in. wheelbase, with model designation of G-80 at $5250 and with 170 in. wheelbase with model designation of G-81 at $5285.

(5a) Dodge—Model H20, ¾-1 ton, gross vehicle weight 6,000 lb., price $502, has same specifications as H30 except tires which are 7.50/17 and lighter rear springs.

(6) General Motors—Models T-18 to T-61 inclusive are also available for export only as coach chassis. Double reduction axles optional in Models T-43 T-51, T-61, T-83 and T-95 at extra cost. Trailing type axles available on Model T-95 at price deduction. Optional size engines available on Models T-85, T-85H, T-95, T-110 and T-130 at varying cost.

Gramm—Larger engines and corresponding auxiliary units provided on all models at extra cost when type of service demands. Wheelbases and body mounting dimensions may change to suit special requirements. Double reduction axles available on all models except AX and BX.

Gross weight indicated for each model in the table is the straight rating.

Series CXH is supplied with Hercules JXB engine in Model CXHB and Hercules JXC in Model CXHC.

(7) Grass Premier—Eight cylinder engines available on following models: 835 with Lyc. GU at $1515 list; 865 with Lyc. HF at $4230; 875 with Lyc. AE at $5400.

(8a) International Harvester—A-1, ¾ ton, same as A-2 except less spring leaves and smaller tires.

(8b) All Torque and Brake Horsepower values listed are based on engine outputs with all Standard Equipment Accessories running and are the same values obtaining with the truck on the road in actual operation.

(9) Le Moon—Model 600 available with Lyc. AEC at same cost. Models 701 and 801 available with Waukesha 6SRL at same cost.

(10) Sterling—Rocker arm used in place of springs

(*) Sterling—These models also available equipped with Cummins Model H Diesel engine.

†Reo—Models 1C and 1D are the longer wheelbase editions of Models 1A and 1B. The frame dimension of both is 7x2¾x¼. They are furnished at extra cost.

††Reo—2J same as 2H except 166 in wheelbase and price of $1695

††Reo—3J same as 3H except wheelbase of 170 in. and price of $2085; 3K same as 3H except 185 in. wheelbase and price of $2155.

(11) Studebaker–S-2 in 141 in. and 165 in. wheelbases has 6⅛ in. frame depth.

(12) White—Each model shown is furnished with different specifications for different tonnage ratings.

(13) Marmon-Herrington—Available with Hercules Diesel engine at extra charge of $1950

MAKES—ALL

AB—American Bosch.
AL—Auto Lite.
B—Bendix.
BB—Borg & Beck.
BE—Bendix front, Eaton rear.
BL—Brown-Lipe.
BO—Bendix front, Own rear.
Bf—Bethlehem
Blo—Blood.
Bu or Bud—Buda.
BW—Borg Warner
C or Col—Columbia.
CB—Columbia front, Bendix rear.
Car—Carter.
Ch—Chicago.
CI—Ignition by compression.
Cl or Cla—Clark.
Cle—Cleveland.
Co—Covert (transmission).
Co—Continental (governor).
Con—Continental.
Cot—Cotta Gear.
Cum—Cummins-Diesel
Det—Detroit Lubricator.
DG—Detroit Gear and Machine.
DR—Delco Remy.
Eat—Eaton.
Ei—Eisemann.
En—Governor built in engine
EV—Electro-Vac (gov.) Pierce.
Fe—Fedders.
Fu—Fuller.
Ge—Gemmer.
GO—G. & O.
Ha—Handy (governor).
Ha—Hannum (steering gear).
HaS—American Car & Fdry.
Her—Hercules.
Hr—Harrison
HS—Merchant & Evans (clutch).
HS—American Car & Fdry. (governor).
Jac—Saginaw.
Jo—Jones.
KP—Handy
L—Lockheed.
Li—Lipe, W. C.
LN—Leece Neville.
Lo—Long.
LO—Lockheed front, Own rear
Lyc—Lycoming.
Mc—McCord.
Ma—Marvel.
ME—Merchant & Evans.
MM—Mechanics Mach.
Mo—Modine (radiator).
Mo—Monarch (governor).
My—Mallory.
NE—North East.
No—Not supplied.
ns—No Standard.
O or Ow—Own.
Op or Opt—Optional.
Pe—Pierce (governor).
Pe—Perfex (radiator).
Pet—Peters.
PeS—Peters and Spicer.
PS—Peters & Snead.
RB—Robt. Bosch.
Ro—Rockford.
Ros—Ross.
S—Steeldraulic.
Sal—Salisbury.
Sc—Scintilla.
Sch—Wheeler-Schebler.
She—Sheldon.
Shu—Shuler.
SpB—Spicer and Blood
Spi—Spicer.
SpP—Spicer and Pick.
Ste—Detroit Lubro. (carburetor).
Ste or St—Sterling.
Str—Stromberg.
Ti—Tillotson.
T or Tim—Timken.
TO—Timken front, Own rear.
TWH—Timken Wisconsin Herrington
WG—Warner Gear.
Wa or War—Warner Corp. (steering gear)
Wa—Waukesha (governor).
Wau—Waukesha.
W or Wis—Wisconsin
Wo—Wohlrab.
Ws—Westinghouse.
Yo—Young
Zen—Zenith

Line Number	ENGINE DETAILS: Piston Displacement	Compression Ratio	Torque lb. ft.	N.A.C.C. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Arrangement	Camshaft Drive	Piston Material	MAIN BEARINGS: Number and Diameter	MAIN BEARINGS: Length	Oiling System Type	Governor Make	FUEL SYST.: Carburetors Make	FUEL SYST.: Fuel Feed	ELECTRICAL: Ignition System Make	ELECTRICAL: Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make	FRONT AXLE: Make and Model	Steering Gear Make	BRAKES: SERVICE: Make, Location, Operation	BRAKES: SERVICE: Lining Area	BRAKES: SERVICE: Drum Material	BRAKES: Hand Type, Location	BODY MOUNTING DATA: Cab to Rear of Frame	BODY MOUNTING DATA: Cab to Rear Axle	BODY MOUNTING DATA: Width of Frame	SPRINGS: Front	SPRINGS: Rear	SPRINGS: Auxiliary Type
1	400	4.6	296	40.9	110–2300	H	G	A	4–2.7	8 11/16	FP	Ha	Str	M	DR	DR	dp.Ow	Lo	Cle	Own	Jac	B4rIA	557	a	TX	161	100 1/4	34 1/2	40x3	50x4	1/4 N
2	525	4.5	380	48.6	128–2100	H	C	A	7–2 3/4	14	FP	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B6IA	817	a	TX	161	100	34 1/16	50x3 1/2	45x4	N N
3	616	4.5	450	57.0	149–3100	H	C	A	7–2 3/4	14	FP	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B6IA	965	a	TX	161	100	34 1/16	50x3 1/2	45x4	N N
4	282	5.3	186	33.7	73–2800	L	G	A	7–2 1/2	10	PC	No	Str	M	AL	AL	P.BL	Yo	Spi	Tim 31020	Ros	L6lHV	559	G	TX	140	83	34	37x2 1/4	52x4	N N
5	282	5.3	186	33.7	73–2800	L	G	A	7–2 1/2	10	PC	No	Str	M	AL	AL	P.BL	Yo	Spi	Tim 31020	Ros	L6lHV	459	G	TX	140	83	34	37x2 1/4	44x3	N N
6	428	4.4	283	45.9	94–2200	L	G	A	7–3	14	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 5582B	Ros	L6lHV	625	G	CD	168	101	34 1/2	40x2 1/2	52x4	N N
7	428	4.4	283	45.9	94–2200	L	G	A	7–3	14	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 5582B	Ros	L6 HV	625	G	CD	168	101	34 1/2	40x2 1/2	52x4	N N
8	282	5.4	176	33.8	73–2800	L	G	A	7–2 5/16	10 13/16	PC	Opt	Str	M	AL	AL	P.BL	Yo	Spi	Wis	Ros	L4IH	...	G	CD	92	56	34	37x2 1/4	54x2 1/2	N N
9	298	4.7	190	33.7	70–2600	L	G	A	7–2 5/16	13 1/4	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Wis	Ros	L4IH	...	G	CD	92	56	34	37x2 1/4	54x2 1/2	N N
10	361	4.7	235	38.4	82–2400	L	G	A	7–2 5/16	13 1/4	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Wis	Ros	L4IHV	...	G	CD	108	73 1/4	34	39 1/2 x2 1/2	54x3	N N
11	501	5.0	330	48.6	110–2200	L	G	A	7–3	12 1/2	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Wis	Ros	L6lHV	...	G	CD	142	87 1/4	34	39 1/2 x2 1/2	54x3	N N
12	428	4.5	283	45.9	94–2200	L	G	A	7–3	14	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Wis	Ros	L4IHV	...	G	CD	120	72	34	44x3	50x4	N N
13	529	4.9	350	51.3	115–2200	L	G	A	7–3	12 1/2	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Wis	Ros	L6IHV	...	G	CD	142	87 1/4	34	44x3	52x4	N N
14	707	4.5	455	60.	148–2000	L	G	A	7–3 1/2	17 1/2	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Wis	Ros	L4IHV	...	G	CD	144	88	34	44x3	50x4	N N
15	779	4.5	505	66.2	163–2000	L	G	A	7–3 1/2	17 1/2	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Wis	Ros	Ws6IA	...	G	CD	144	88	34	44x3	42x4	N N
16	779	4.5	505	66.2	163–2000	L	G	A	7–3 1/2	17 1/2	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Wis	Ros	Ws4IA	...	G	CD	168	100	34	44x3	50x4	N N
17	855	4.5	555	72.8	180–2000	L	G	A	7–3 1/2	17 1/2	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Wis	Ros	Ws6IA	...	G	CD	168	100	34	44x3	42x4	N N
18	282	4.7	176	33.7	73–2700	L	G	A	7–2 1/2	10 11/16	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L6lHV	536	a	TX	168	102	31 1/2	38x2 1/2	52x4	N N
19	361	4.4	235	40.8	83–2400	L	G	A	7–2 5/8	13 1/4	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L6lHV	536	a	FD	168	102	31 1/2	38x2 1/2	52x4	N N
20	393	4.9	260	42.1	103–2600	L	G	C	7–3	11 1/2	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L6lHV	654	a	FD	168	102	31 1/2	38x2 1/2	52x4	N N
21	453	4.7	300	48.6	98 2200	L	G	A	7–3	14	CC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000N	Ros	Ws4rA	815	a	FD	192	120	33 3/4	42x3	56x4	1/2 N
22	501	4.9	330	48.6	110–2200	L	G	A	7–3	12 1/2	CC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws4rA	815	a	FD	192	120	33 3/4	42x3	56x4	1/2 N
23	498	4.4	322	13.3	125–2400	H	C	A	1–2 3/4	10 5/8	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws4rA	815	a	FD	192	120	33 3/4	42x3	56x4	1/2 N
24	638	4.3	410	54.1	126–1850	L	G	C	4–3	10 1/16	CC	Bu	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws4rA	815	a	FD	192	120	33 3/4	42x3	56x4	1/2 N
25	707	4.4	506	60.0	170–2000	H	C	A	7–3 1/4	11 1/16	FP	HS	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws4rA	815	a	FD	192	120	33 3/4	42x3	56x4	1/2 N
26	707	4.4	506	60.0	170–2000	H	C	A	7–3 1/4	11 1/16	FP	HS	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws4rA	815	a	FD	192	120	33 3/4	42x3	56x4	1/2 N
27	754	5.1	510	76.7	240–2900	H	C	C	4–3 1/2	10	PC	No	Zen	M	DR	DR	dp. Lo	Ow	Blo	Tim 27450tw	Ros	Ws6IA	782	Da	CD	111 5/16	216	34	44x3	None	N N
28	420	5.2	300	44.4	130–2800	L	G	C	5–2 3/4	12 3/4	FP	Ha	Str	M	DR	DR	D.Fu	Ch	Spi	Tim 35000H	Ros	L6lHV	525	a	CD	162	108	34	39x2 1/2	39x2 1/2	N N
29	420	5.2	300	44.4	130–2800	L	G	C	5–2 3/4	12 3/4	FP	Ha	Str	M	DR	DR	D.Fu	Ch	Spi	Tim 35000H	Ros	L6lHV	633	a	CD	162	108	34	39x2 1/2	46x3 1/2	N N
30	462	4.5	300	45.9	98–2000	L	G	A	7–3	13 1/2	PC	Wa	Str	M	AL	DR	D.Fu	Ch	Spi	Tim 35000tw	Ros	Ws6IA	711	a	CD	162	108	34	39x2 1/2	46x3 1/2	N N
31	462	4.5	300	45.9	98–2000	L	G	A	7–3	13 3/8	PC	Wa	Str	M	AL	DR	D.BL	Ch	Spi	Tim 26045tw	Ros	Ws6IA	966	a	CD	162	108	34	48x3 1/2	53x4	N N
32	549	4.5	332	48.6	100–2000	L	G	A	4–3 1/2	11 3/8	PC	Wa	Str	M	AL	LN	D.BL	Ch	Spi	Tim 26045tw	Ros	Ws6IA	966	a	CD	162	108	34	48x3 1/2	53x4	N N
33	677	4.6	460	60.0	127–2000	L	G	A	4–3 1/2	11 3/4	PC	Wa	Str	M	AL	LN	D.BL	Ch	Spi	Tim 27045tw	Ros	Ws4IA	792	a	CD	162	108	34	48x3 1/2	53x4	N N
34	672	17.1	420	57.0	125–1800	H	G	C	7–3 1/4	16 1/2	FP	Ow	No	P	No	LN	B.dpL	Ch	Spi	Tim 27045tw	Ros	Ws6IA	966	a	CD	162	108	34	48x3 1/2	53x4	N N
35	468	4.7	292	13.4	104–2300	L	G	C	7–3	13 1/16	FP	Ha	Str	M	NE	NE	P. Own	Ow	Spi	Own BX	Ros	O6IA	1118	a	FD	192	109	33 1/4	54 1/4 x3	48x3 1/2	N N
36	611	5.0	398	54.2	128–2200	L	G	C	4–3 1/2	11 1/16	PS	Ow	Str	M	RB	NE	P.Ow	Ow	Cle	Own BQ	Ros	O6IA	902	a	FD	192	111	33 1/2	50x3 1/2	48x3 1/2	N
37	611	5.0	398	54.2	128–2200	L	G	C	4–3 1/2	11 1/16	PS	Ow	Str	M	RB	LN	P. Ow	Ow	Spi	Own AG	Ros	O6IA	1052	a	FD	180	109	37 5/8	48x3 1/2	52x4	1/2 N
38	611	5.0	398	54.2	128–2200	L	G	C	4–3 1/2	11 1/16	PS	Ow	Str	M	RB	LN	P. Ow	Ow	Cle	Own AK	Ros	O6IA	1044	a	FD	180	109	37	48x3 1/2	52x4	1/2 N
39	706	4.8	427	60.0	138–1900	L	G	S	4–3 1/2	11 1/16	PS	Ow	Str	G	RB	LN	P. Ow	Ow	Spi	Own AK	Ros	O6IA	1052	a	FD	180	109	37	48x3 1/2	52x4	1/2 N
40	706	4.8	427	60.0	138–1900	L	G	S	4–3 1/16	11 1/16	PS	Ow	Str	G	RB	LN	P. Ow	Ow	Cle	Own AK	Ros	O6IA	1044	a	FD	180	109	37	46 1/16 x3 1/2	52x4	1/2 N
41	529	4.9	350	51.3	114–2200	L	G	A	7–3	14	PC	Ha	Zen	M	DR	DR	D.Fu	Yo	Blo	Own-Wis	Ros	Ws4/6IA	1836	a	FD	152	102	34	44x3	46x4	1/2 N
42	707	4.5	460	60.0	150–2000	L	G	A	7–3 1/2	17	PC	Ha	Zen	M	DR	DR	dp.BL	Yo	Blo	Own-Wis	Ros	Ws4/6IA	1836	a	FD	174	102	34	44x3	46x4	1/2 N
43	779	4.5	508	66.2	164–2000	L	G	A	7–3 1/2	17	PC	Ha	Zen	M	DR	DR	dp.BL	Yo	Blo	Own-Wis	Ros	Ws4/6IA	1948	a	2FD	223	127	34	52x4	46x4	1/2 N
44	855	4.5	550	72.8	180–2000	L	G	A	7–3 1/2	17	PC	Ha	Zen	M	DR	DR	dp.BL	Yo	Blo	Own-Wis	Ros	Ws4/6IA	1948	a	2FD	223	127	34	52x4	46x4	1/2 N
45	282	5.0	176	33.8	73–2800	L	G	C	7–2 1/2	10 11/16	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim 30000H	Ros	L6lH	412	a	TD	168	71	34	40x2 1/2	44x3	N N
46	282	5.0	176	33.8	73–2800	L	G	C	7–2 1/2	10 11/16	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim 31000H	Ros	L6lH	570	a	TD	168	67	34	40x2 1/2	52x4	N N
47	339	4.7	212	38.4	76–2400	L	G	C	7–2 5/8	13 1/4	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim 33020H	Ros	L6lH	578	a	TD	192	101	34	40x2 1/2	42x2 1/2	1/2 N
48	383	4.4	262	43.3	92–2400	L	G	C	7–2 5/8	13 1/4	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim 33020H	Ros	L6lH	661	a	TD	192	101	34	41 1/2 x2 1/2	43 1/2 x3 1/2	1/2 N
49	501	4.9	330	48.6	110–2200	L	G	C	7–3	12 1/2	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim26450TW	Ros	W6IA	898	a	TD	216	113	34	42x3	43 1/2 x4	1/2 N
50	611	4.5	384	54.1	127–2300	L	G	A	7–3	13 1/16	PC	No	Zen	M	AL	AL	dp.BL	Lo	Cle	Tim 27050W	Ros	W6IA	960	a	TD	Opt	Opt	38	44x3	48x3 1/2	1/2 N
51	358	5.0	254	38.5	110–2800	F	G	A	7–2 1/16	12 1/2	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 35000N	Ros	L4IHV	596	a	CX	192	91	34	42x2 1/2	57x4	N N
52	358	5.0	254	38.5	110–2800	F	G	A	7–2 1/16	12 1/2	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 35000N	Ros	L4IHV	596	a	CX	192	91	34	42x2 1/2	57x4	N N
53	549	4.5	330	48.6	99–2000	L	G	C	4–3 1/2	11 3/8	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 26450N	Ros	Ws4IA	576	a	CX	Opt	88	34	48x3	58x4	N N
54	677	4.4	440	60.0	125–2000	L	G	C	4–3 1/2	11 3/8	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 27450N	Ros	Ws4IA	792	a	CX	Opt	89	34	48x3	58x4	N N
55	677	4.4	440	60.0	125–2000	L	G	A	4–3 1/2	11 3/8	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 27450N	Ros	Ws4IA	792	s	CD	Opt	Opt	34	48x3	60x3 1/2	N N
56	462	5.5	324	45.9	125–2400	F	G	A	7–3	13 3/8	CC	Ha	Zen	M	DR	DR	D.Ow	No	Spi	Tim 26450N	Ros	O4IA	792	a	CX	192	94	34	48x3	(10)	N N
57	677	4.4	440	60.0	125–2000	L	G	A	4–3 1/2	11 3/8	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 27450N	Ros	O4IA	792	a	CX	192	93	34	48x3	(10)	N N
58	462	4.5	300	45.9	102–2400	L	G	C	7–3	13 3/8	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 26450N	Ros	O4IA	1152	S	JX	192	94	34	48x3	(10)	N N
59	462	5.5	324	45.9	125–2400	F	G	A	7–3	13 3/8	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 26450N	Ros	O4IA	1152	S	JX	192	94	34	48x3	(10)	N N
60	434	4.9	275	42.0	105–2100	H	C	S	7–2 3/4	13 1/16	FP	Ow	Zen	M	DR	DR	P. Ow	Ow	Spi	Own 6D	Ros	Lr4IHV	514	a	CI	194 1/8	109 1/8	34 1/16	42x3	51 1/2 x4	N N
61	519	4.0	333	45.9	118–2100	H	C	S	7–3	15 11/16	FP	Ow	Zen	E	LN	LN	dp.Ow	Ow	Spi	Own 12D	Ros	W6IA	833	a	CI	194 3/4	109 3/4	34 1/16	42x3	42x4	N N
62	519	4.0	333	45.9	118–2100	H	C	S	7–3	15 11/16	FP	Ow	Zen	E	LN	LN	dp.Ow	Ow	Spi	Own 12D	Ros	W6IA	833	a	CI	194 3/4	109 3/4	34 1/16	42x3	42x4	N N

KEY TO ABBREVIATIONS AND REFERENCE MARKS

BRAKES—SERVICE

Location

2—Two Wheels, rear only.
2/4—Two-wheel brakes effective on all four wheels through driveshaft.
4/6—Brakes on four rear wheels effective on all wheels through driveshaft.
T/4—Brake on transmission effective on all four wheels through driveshaft.
4—Four Wheels, front and rear
4r—Four Wheels, rear only.
6—Six Wheels, front and rear.
J—Jackshaft.
P—Propeller shaft.

Type

I—Internal.
X—External.

Operation

A—Air.
D—Hydraulic and mechanical.
H—Hydraulic.
M—Mechanical.
V—Vacuum.

BRAKES—HAND

Location

C—Center of double propeller shaft
2—Rear wheels.
4—Four wheels.
R—Worm or bevel gearshaft.
T—Transmission.
F—Driveshaft.

Type

D—Tru-Stop disk.
I—Internal.
X—External.

BRAKE DRUMS

Material

s—Cast alloy iron.
A—American Car Fdry.
C—Centrifuse
D—Dayton.
E—Ermalite.
G—Gunite.
H—Hunt Spiller.
c—Cast iron.
p—Pressed steel.
P—Pressed steel.
s—Cast steel.
(Where a combination of any of the above is used, the first reference mark applies to the front and the second to the rear drums.)

CLUTCH

Type

D—Multiple disk.
dp—Double plate.
O—Plate in oil.
P—Single plate

ENGINE

Valve Arrangement

F—Inlet valve in head; exhaust valve at side.
H—In head.
L—"L" head.

Camshaft Drive

C—Chain.
G—Gear.

Piston Material

A—Aluminum alloy.
B—Semi-steel.
C—Cast iron.
N—Nickel iron.
S—Aluminum alloy with strut.

Main Bearings

r—Rear main bearing.
B—Ball bearing.

Oiling System

CC—Pressure to main, connecting rod and camshaft bearings.
FP—Pressure to main, connecting rod, camshaft bearings and piston pins.
PC—Pressure to mains and connecting rod bearings.
PG—Pump, gravity and splash.,
PS—Pressure with splash.
SP—Circulating with splash.

FRAME

Type

I—"I" Beam.
C—Channel.
T—Channel tapered front and rear.
L—Channel reinforced with liner.
B—Channel reinforced with both liner and fishplate.
P—Channel reinforced with plate.
TL—Channel tapered front and rear reinforced with liner.
D—Drop Center
Tf—Tapered front
X—x-Braced

FUEL SYSTEM

Fuel Feed

E—Electric pump.
G—Gravity.
M—Mechanical pump.
P—Pressure.
V—Vacuum.

REAR AXLE

Final Drive and Type

B—Bevel.
C—Chain.
D—Dead.
F—Full-floating.
H—Hypoid.
I—Internal Gear.
2—Double Reduction.
S—Spiral bevel.
W—Worm.
w/2—Worm or Double Reduction Optional
1/2—Semi-floating.
3/4—Three-quarter floating.

Drive and Torque

A—Radius Rods and Torque Arm.
H—Hotchkiss. (springs)
R—Radius Rods
T—Torque Arm.
U—Torque Tube.

SPRINGS

Auxiliary Type

1/2—Semi-elliptic above or below main springs.
1/4—Quarter elliptic.
C—Coil spring.
N—No.
O—Optional.

TIRES

B—Balloon.
DB—Dual Balloons.
P—High Pressure Pneumatics.
DP—Dual High Pressure Pneumatics
S—Solids.
DS—Dual Solids.
*—Pneumatics at extra cost.

TRANSMISSION

Location

A—Amidships.
J—Unit with jackshaft.
U—Unit with engine.

Auxiliary Location

No—Not furnished.
O2—2 speed axle unit optional at extra cost.
Op—Optional at extra cost.
A—Amidships.
R—Rear of amidships main transmission.
U—Unit with engine.

WHEELS DRIVEN

2C—Center pair of rear wheels
2R—Rear pair of rear wheels.
4F—Front and center pair of rear wheels.
4R—Four rear wheels.
6—Six wheels

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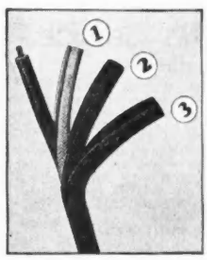

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Court Decisions

(Continued from page 33)

Competing Certificates Okay

Texas Motor Coaches, Inc., v. Railroad Commission et al., Texas Court of Civil Appeals.

THE fact that the new certificate granted to the motor carrier proposing to compete with an established carrier may result in financial loss to the established carrier will not preclude its issuance. The interests of the motor carrier in a field are subservient to the public convenience and necessity. Whether the public convenience and necessity will be served by the granting of new application or not is a matter for determination of the Commission. Where existing carrier made no offer to furnish the added service, it was not in a position to complain when it was denied the opportunity to furnish the service.

Leased Trucks Need Permit

Reavley v. State, Texas Court of Criminal Apeals.

AN operator of a truck leased to transport property for compensation must obtain a permit from the Texas Railroad Commission. Conviction of Reavley, who had leased a truck owned by him to Armour & Co., was upheld. He was fined $125.00. He contended that the truck was used exclusively by the company for hauling its own products. The court held that this was merely a device which enabled him to use his truck in transporting property for hire without compliance with the statutes.